The Literary Digest

NEW YORK, DECEMBER 17, 1932

TOPICS OF THE DAY

Hoover's Last Wishes

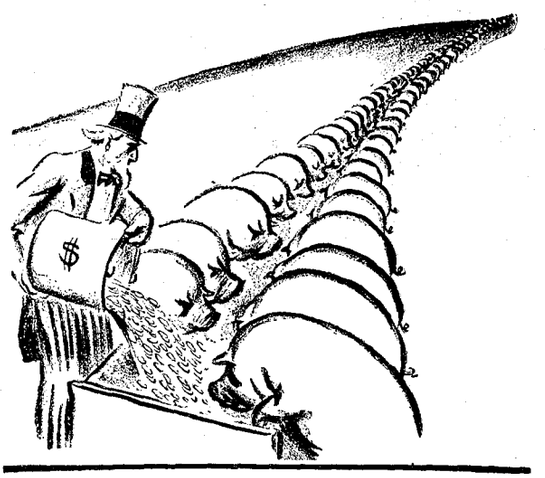
WHAT A DEFEATED PRESIDENT tells a lame-duck Congress holds little promise for actual accomplishment.

So Mr. Hoover's recommendations to his last session of Congress are treated by the press as of chiefly academic value, altho he does make two suggestions that start lively arguments.

"Mr. Hoover's swan song" seems to the Boston *Globe* (Dem.) "as prosaic as deficits, as drab as taxation, as undramatic as economics," and yet here is the Philadelphia *Inquirer* (Rep.) finding it full of "hope and optimism" with various specific recommendations acquiring "a richer meaning" as they stand out "against a background of courage and emotion."

"The message is a statesmanlike and significant document which the Democratic and insurgent Republican elements in Congress would do well to heed," declares the Chicago *Daily News* (Ind.).

But the mild Democratic criticism and the restraint of Republican praise reported by the correspondents indicate, according to Arthur Krock of the New York *Times*, that "the net effect on Congress was about that which usually follows the submission of such a state paper by a defeated President—partizan criticism, tempered by the reflection that the critics will soon be in power themselves, and do not intend to do anything about the recommendations." "With 165 of the full Congressional membership of 531 sharing the President's status as defeated candidates, the remaining Republicans divided, and the Democrats growing increasingly indifferent to the White House as they approach their own administration, the message," writes Theodore C. Wallen of the New York *Herald Tribune*, "had the coldest reception of all Mr. Hoover has transmitted to Congress in his nearly four years in office."



The Greatest Feed Trough in History

—Fitzpatrick in the St. Louis "Post-Dispatch."

THE brevity of this regular message is, of course, partly due to the fact that certain important subjects, like the war debts, were left for special treatment later. And yet it seems to the New York *Journal of Commerce* that this state paper of Mr. Hoover's, "both in its omissions and lack of detailed specifications, reveals an unexprest conviction that little that the President can now do or say is likely to have much influence upon the legislative output of a crowded short session of an expiring Administration."

After discussing the state of the Union, presenting figures showing that the mortality rate has been going down for the last five years, and that most of the business indices have been showing drops over the past year, with slight recoveries this fall from mid-summer lows, the President goes on to say that there are three ways in which the Government can "strengthen further the forces of recovery by strengthening of confidence":

"The first of these directions of action is the continuing reduction of all government expenditures, whether national, State, or local. Embraced in this problem is the unquestioned balancing of the Federal Budget.

"The second direction for action is the complete reorganization at once of our banking system. The shocks to our economic life have undoubtedly been multiplied by the weakness of this system, and until they are remedied recovery will be greatly hampered.

"The third direction for immediate action is vigorous and wholesouled cooperation with other governments in the economic field."

IN the way of economy, Mr. Hoover would make a net cut of $580,000,000 in expenditures for 1934 as compared with 1933. The two chief items of saving come in connection with veterans and Federal employees. In connection with the $127,000,000 to be taken from appropriations for veterans, the President says that certain outlays "were entirely beyond the original intentions of Congress in building up veterans' allowances." But he does not go the whole way in calling for the elimination of the $450,000,000 which the National Economy League estimates as the expenditures for non-service disability of veterans. He says: "The nation should not ask for a reduction in allowances to men and dependents whose disabilities rise out of war service, nor to those veterans with substantial service who have become totally disabled from non-war-connected causes and who are at the same time without other support."

On the matter of pay cuts the President is specifics:

"I recommend that the furlough system installed last year be continued not only because of the economy produced but because, being tantamount to the 'five-day-week,' it sets an example which should be followed by the country, and because it embraces the 'spread-work' principle, and serves to maintain public servants who would otherwise be deprived of all income.

"I would recommend that after exempting the first $1,000 of salary there should be a temporary reduction for one year of 11 per cent. of that part of all government salaries in excess of the $1,000 exemption, the result of which, combined with the furlough system, will average about, 14.8 per cent. reduction in pay to those earning more than $1,000."

When it comes to providing more revenue, the President is of

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the opinion that the present system "of special manufacturers' excise taxes should be extended to cover practically all manufactures at a uniform rate except necessary food and possibly some grades of clothing." In his separate budget message the President says he has been advised that "the annual yield of such a tax at a 2¼ per cent. rate would be approximately $355,000,000."

THE real surprize of the message is President Hoover's emphatic call for banking reform. He declares that the basis of every effort toward recovery, other than economy moves, "is to reorganize at once our banking system." He adds that the system "is so organized, or so lacking in organization, that in

Hew to the Line, Let the Chips Fall Where They May

—Ray in the Kansas City "Star."

an emergency its very mechanism jeopardizes or paralyzes the action of sound banks, and its instability is responsible for periodic dangers to our whole economic system."

Secretary of the Treasury Mills enlarges on the subject in his annual report, calling attention to the excessive number of banks in this country, and the fact that in twelve years there have been over 10,000 bank failures. Mr. Mills points out that "the mortality rate is much greater among small banks than among the banks with larger resources." He calls for an extension of branch banking, and recommends that Congress, which has recently investigated the whole subject, go ahead with the material on hand and enact legislation "that will remedy the fundamental weaknesses of our banking structure."

THE three great fields of international action calling for our cooperation are, according to President Hoover, the world disarmament conference, a world economic conference, and the war debts.

Economic recovery is largely a matter of finding the solution of the problems here involved, and "such solutions can not be attained except by honest friendship, by adherence to agreements entered upon until mutually revised, and by cooperation among nations in a determination to find solutions which will be mutually beneficial."

Then finally the President comes back to his oft-emphasized doctrine of American individualism: "We have builded a system of individualism peculiarly our own, which must not be forgotten in any governmental acts, for from it have grown greater accomplishments than those of any other nation."

It is the demand for banking reform that calls out more comment than anything else in the message. "Banking legislation should be proceeded with at once," declares Congressman W. C. Hawley (Rep., Ore.). Here "the President says only what the best of the bankers themselves say," the New Haven *Journal-Courier* notes. If this Congress does not act, then, thinks the Hartford *Courant*, the next one will, as Mr. Roosevelt "is similarly pledged to a thorough reform of the banking system." The Miami *Herald* is convinced that "the President has put his finger on the sore spot of our financial structure."

A number of our papers, agreeing with the President about the need of banking reform, regret that he does not say what should be done about it. But some points are obvious to the San Francisco *Chronicle:*

"Never again should banks be permitted to start with capital sufficient only for fair weather.

"This obligation, however, lies more on the States than on the Federal Government, for it was the little State banks that went down in windrows in some parts of the country.

"On the larger side of the incapacity of the system as a whole to meet emergencies, reorganization calls for a high degree of wisdom. In citing the example of Great Britain, which has had no bank failures in the face of conditions worse than ours, the President might have added that the soundness of British banks is not obtained by a barbed-wire fence of laws. It is a product of accumulated banking experience rather than of legislation."

Congress should study the banking systems of Canada and England, where there are practically no failures, says the Los Angeles *Times*, adding:

"A banking system is like an apple: unless the bad spots are trimmed out, they will quickly infect the whole. If one bank closes its doors, the fact lessens public confidence in all banks."

The failure of the American banking system, in the opinion of another Pacific coast paper, the Sacramento *Bee*, "was due largely to the fact that too many of the great banks, departing from the path of correct and trustworthy banking, became practically co-gamblers and co-criminals with the New York Stock Exchange."

ABOUT the only other controversial topic in the Hoover message is the sales tax. The Seattle *Times* thinks Mr. Hoover "has made a direct issue which should determine, during this session, whether Congress is prepared to accept such a program for the raising of revenue needed to balance the budget." Either that or some equally effective measure is going to have to be enacted, argues the Des Moines *Register*, if the budget is to be brought into safe balance within the next few months. "No one wants to see a sales tax legislated into existence if it can conveniently be avoided," says the Minneapolis *Tribune;* "if it can not, on the other hand, it will probably constitute a happier alternative than a budget which continues badly out of balance." "But for Congress to enact a tax of this sort until it had explored every possible avenue of economy, and cut expenditures to the very bone, would be unthinkable," in the opinion of *The Tribune.*

On the other hand, a number of Eastern papers agree with the conclusion of the Pittsburgh *Post-Gazette* that such a manufacturers' sales tax as Mr. Hoover recommends "is a sensible method of raising additional revenues absolutely essential in this period of emergency to Government's function in providing ways and means of economic recovery."

But when it comes to Congress, it is evident enough from interviews reported on Capitol Hill that Congressmen Doughton of North Carolina is right when he says: "A sales tax always means a fight." And here already are leaders like Senator Reed and Congressmen Snell, Treadway, and Hawley declaring that they will fight for such a tax, while Congressmen Rankin and La Guardia announce that they will continue their fight against it.

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The House Repeal Failure

"WELL," SAID THE SPEAKER, tilting back in his swivel-chair, "what's the trouble with you boys?

"Our trouble is that we didn't have votes enough to repeal the Eighteenth Amendment. It merely puts it off until the new Congress comes in."

Thus Speaker Garner "took his defeat philosophically," writes M. E. Hennessy, Washington correspondent of the Boston *Globe*, "and when newspaper men filed into his office after the session they found 'Cactus Jack' happy and smiling."

If the Vice-President-elect takes the defeat of his repeal resolution by the House philosophically, so, it seems, does nearly everybody else. But here and there we find an angry outburst.

The wets, altho chagrined that they missed by the slim margin of six votes in their drive for a necessary two-thirds majority, are pushing their plans to get beer quickly, and are confident that within a few months a repeal resolution will slide through Congress.

THE drys, on the other hand, are naturally elated at turning back the wet threat in the first House vote on repeal in twelve years. This was the peak of wet strength, the drys declare, and profess confidence that they can keep Prohibition.

Typical of the dry views, as quoted in the press, is that exprest by Fred A. Victor, Superintendent of the Anti-Saloon League of New York:

"I hardly think the vote was a fair test of wet and dry strength. There was a tremendous drive on to stampede the House, and it is satisfactory to know that it failed. I think the dry strength will show considerable gains in the future."

But the wet press derides such talk. It launches bitter attacks upon the 144—more than half of them "lame ducks"—who combined to defeat the Garner resolution.

The action of these men, declares the New York *American* of the Hearst press, in a typical statement, "was a betrayal of their party and their party platforms, whether they are Republicans or Democrats." Furthermore:

"When one reflects that of these 144 votes—a veritable roll of infamy—eighty-one votes were cast by 'lame ducks' who will not serve in the next Congress, the scandal stands forth of allowing Representatives who have been spurned and rejected by the people to continue the farce of acting as their Representatives."

SURPRIZE is exprest in some quarters at the size of the wet vote in this hitherto dry Congress.

"The wets made astonishing gains compared with last March," writes Elliott Thurston, Washington correspondent of the Philadelphia *Record*. "It was another evidence of how swiftly the wet tide is running.

"Last March the wets did not dream of being able to command a majority, let alone a two-thirds vote. To-day they got 103 more votes than they could muster nine months ago in this same, once overwhelmingly dry, Congress."

But those who are surprized at this display of wet strength may be reminded of the LITERARY DIGEST Prohibition poll completed last April, which showed a wet majority of almost three to one for repeal and with only two States giving dry majorities, Kansas and North Carolina. Later, North Carolina elected a wet Senator. As the Boston *Herald* says:

"The vote of the Federal House of Representatives on the outright repeal of the Eighteenth Amendment verifies the moral which most persons drew from the nation-wide Prohibition poll of THE LITERARY DIGEST.

"Obviously the battle had then gone against the drys. Apparently they have lost ground steadily since then."

It was on December 5 that the House came to grips on the Garner resolution, providing for an amendment to the Constitution for repeal of the Eighteenth Amendment, to be ratified by "conventions in three-fourths of the several States."

"PRECEDENT of more than 100 years was broken," notes Dewey L. Fleming, Washington correspondent of the Baltimore *Sun*, "in grappling with a piece of major legislation on the opening day

It Isn't Natural

—Thomas in the Detroit "News."

of the session." Rushing into action, the House limited debate to forty minutes, with the result that Representatives were forced to compress an hour's argument into a minute or two. Protests against "gag rule" were heard, and not only was Speaker Garner accused of "steam-roller" methods, but these methods were said to have cost his resolution some votes.

ANALYZING the 272 ayes and 144 noes, the correspondents tell us that 100 Republicans, seventy of them "lame ducks," and forty-four Democrats, including eleven "lame ducks," combined to defeat the resolution.

Voting aye were 168 Democrats, 103 Republicans, and one Farmer-Labor member.

"The vote showed that the opponents of repeal came largely from the South and West," says the New York *Times* correspondent. "Of the forty-four Democrats who voted against the proposal, thirty-five were from the South and the remaining nine from Middle Western and Rocky Mountain States. Sixty-four negative votes were furnished by Western Republicans, eight by New York in the East, twelve by Pennsylvania, and sixteen by Republicans from other sections of the country."

That repeal is dead for the short session, but that it will be passed at an extra session to be called immediately after President-elect Roosevelt takes office, is the general conclusion of Congress leaders, the correspondents say. This belief is based largely upon the attitude of Speaker Garner, who is determined that no compromise resolution shall be acted upon by the House.

But in some quarters hope is held for another vote scon. For

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instance, Representative Beck of Pennsylvania, a leader of the wets, "was not at all sure that the Democrats will be able to bar consideration of a resolution at this session which does not conform to the Garner repeal resolution." As he told the New York *Times* correspondent:

"Not only can the House consider this question should it come from the Senate, but 145 members of the House can by petition bring this, or any other resolution, before the House."

Looking back upon the action of the House, both wets and drys are analyzing the result and preparing for the next step in the long fight over Prohibition. The views of a number of papers are summarized by the Washington *Post*, which says that—

"Speaker Garner's resolution failed because a considerable number of so-called wets in both parties do not favor outright repeal, even tho they would support a new amendment forbidding return of the saloon and guaranteeing protection to the dry States.

"This does mean, of course, that an amendment carrying out the Republican policy would have been adopted. A large number of wets would vote against any resolution which did not propose outright repeal.

"The issue is not so much repeal but the type of amendment that shall be substituted for the Eighteenth."

Acme

Only Relatively Radical

Yet the visit of the Einsteins so alarmed the Woman Patriot Corporation that it asked our Government to deny them admittance.

"BEATEN with crutches!" exclaims the New York *Herald Tribune*, asserting that "a sullen lot of lame-duck Republicans were principally to blame" for the defeat of the Garner resolution. The same admission is made by another Republican paper, the New York *Evening Post*, which also holds "Mr. Hoover to blame for not calling upon Republican Congressmen to vote for repeal."

But the wets are anything but disheartened, for they are confident that the next Congress will vote repeal with a bang.

"Prohibition may not be buried for some time," remarks the Philadelphia *Record*, "but the breath has passed out of its body."

"The drys succeeded in holding on the six-yard line," adds the Richmond *Times-Dispatch*, "but they must realize that they can defend this goal no longer on the next play. Ultimate repeal is inevitable."

And "the vote shows," says the Philadelphia *Inquirer*, "that legalization of beer with a tax upon it can easily be enacted."

But "the drys have just begun to fight," declares Dr. Daniel A. Poling, leader of the Allied Forces for Prohibition. And this by the Rev. Dr. F. Scott McBride, General Superintendent of the Anti-Saloon League:

"The eager haste of the wet forces to rush through a repeal resolution is very significant and certain to react against them. It shows that the only interest of the wets is to let down the bars for liquor without providing any safeguard against the liquor traffic."

"Thoughtful Americans," says *The Christian Science Monitor*, "recognize that Prohibition is not the only imperfect system of liquor control"—

"It is evident that the ultimate choice must be between Prohibition and some specific alternative, not between Prohibition and some hypothetical improvement. The better opportunity the people have to consider fairly the prospects of success or failure with such improvements, the sounder will be their choice. Rejection of the Garner resolution should help to provide that opportunity."

The Inquisition of Einstein

"WHAT'S THIS, AN INQUISITION?"

After being catechized like a schoolboy for forty-five minutes, the quiet, mild-mannered, middle-aged man, who is widely accepted as the greatest living scientist, had begun to lose some of his habitual kindly poise.

And when his inquisitor asked: "Are you a Communist or an anarchist?" his face flushed, the bewildered expression in his dark brown eyes changed to anger, and he reached for his hat and coat, bringing the catechism to a close with the indignant counter-question quoted above.

The interview thus abruptly terminated took place in the United States consulate in Berlin, between our Consul-General there and Prof. Albert Einstein, eminent author of the theory of relativity, who on a previous visit to America was honored with the freedom of New York City. The occasion of the inquisition was the Professor's application for a visa—a formality attended to without any hitch or embarrassment when he visited us before.

But in the meantime the Woman Patriot Corporation, under the leadership of Mrs. Randolph Frothingham of Brookline, Massachusetts, had awakened to its responsibilities and petitioned our State Department to exclude Professor Einstein as an undesirable alien—a Communist. And the State Department had forwarded this petition to our consulates in Europe.

Let us quote more fully the Professor's indignant outbreak in the Berlin consulate, as reported by the Associated Press:

"What's this, an inquisition? I don't propose to answer such silly questions.

"I didn't ask to go to America. Your countrymen invited me, yes, begged me. If I am to enter your country as a suspect, I don't want to go at all. If you don't want to give me a visa, please say so, then I'll know where I stand. But don't ask me humiliating questions."

PROFESSOR EINSTEIN and his wife left the consulate prepared to abandon forever their journey to America, altho he had been sent for to fill a life post as head of the school of mathematics in the new Institute for Advanced Study at Princeton.

The next day, however, the visa was granted, the Einsteins were deluged with cables from America deploring the incident, and their original plans for the American journey were resumed.

But the grilling seems to have been even more upsetting to the American public than it was to Professor Einstein.

He, his sense of humor quickly restored, pictured himself as a monster "devouring capitalists as the Minotaur devoured the maidens of Crete," confessed to "opposing all wars, even the inevitable conflict with one's wife," and conceded that our patriotic citizenesses should remain watchful, for is it not true that "the capitol of mighty Rome was at one time saved by the cackling of her faithful geese"?

But Dr. Nicholas Murray Butler, President of Columbia University, declares himself, as an American, "humiliated and dis-

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How Doctor Sam Would Cure Europe

"First of all a good bleeding."

—"Moustique" (Charleroi).

Look Below, Uncle Sam!

—Elderman in the Washington "Post."

THE BLAME FOR THE DEBT CRISIS—TWO VIEWS

graced by the action of the State Department." And Heywood Broun, in the New York *World-Telegram*, thinks the episode "marks a new all-time low for official stupidity." The Philadelphia *Record* deplores this "asinine inquisition," and the Hartford *Courant* says our officialdom has acted in a manner "so churlish as to give sensible citizens reason for deep humiliation."

NEVERTHELESS, an Associated Press dispatch from Washington informs us, our official procedure in the Einstein case was technically correct:

"The action taken by the State Department, it was explained, was to familiarize American consuls abroad with the accusations lodged against the German professor for their own information in event he should apply at any of the consular offices in Europe for a visa. State Department officials said this was the customary procedure in a case of this kind, and that the responsibility of granting a visa under the immigration law rests entirely with the American consular officials themselves."

But "this is bureaucracy frozen stiff in its own formalism, left without a trace of the emollient of civilized international amenities," declares the Springfield *Republican:*

"The technical correctness of the State Department's handling of the protest of the Woman Patriot Corporation may be conceded. But technical correctness means that any distinguished foreigner, however unimpeachable, can be subjected to the discourtesies of an official inquisition as to his alleged sympathy with Communism or Anarchy or free love if some American fanatic or clown files with the State Department an allegation that the expected visitor is hostile to our institutions. The most nutty among us, by filing a protest, can force the consul-general in London to ask the Archbishop of Canterbury, before granting him a visa for an American tour, if he is a Red and if he favors the forcible overthrow of established Governments, particularly the Government of the United States. That's the logic of this technical correctness of which our State Department is a starched devotee.

"Technical correctness be blowed! Let's have a little lubricant in our diplomatic machine."

France's Ability to Pay

THAT HUGE PILE OF GOLD in the vaults of the Bank of France looms large in American eyes when France asks for delay in debt payments.

It seems to keep our press from feeling for France that sympathy they have for the British, as shown in these pages last week.

Paris sensed the difference, too, and explained in the French note that the gold lately flowing into France "does not belong to the French Treasury," "is not a source of permanent wealth for France," but is merely the guaranty for all the deposits made in France by Frenchmen and foreigners. The final argument is that France is the financial stabilizer of Europe, and that we should make things easier rather than more difficult for her.

WITH the passing of the date of the December 15 payments, the question now enters the field of general debt-revision, and France's ability to pay will be examined with the closest scrutiny.

A characteristic and widely-held American view is seen in the argument of the New York *World-Telegram* that as France has more gold and less depression than Britain and had her original debt cut down twice as much as Britain's, it is ill advised of her "to take the leadership in the movement for downward revision of war debts to the United States." Moreover—

"No foreign debtor, and France least of all, can expect American debt revision until it accepts the direct relation between debts and armaments and trade barriers, and until it acts accordingly."

On the other hand, the logic of the French reasoning that Allied concessions to Germany at Lausanne somehow involves debt concessions from Washington is admitted by the Baltimore *Sun*. Lumping together British and French arguments for debt-revision, the Boston *Christian Science Monitor* declares that "both in their appeal to enlightened self-interest and their plea for fair play" they "must score with the American citizen."

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Calm Ending of the "Hunger March" Scare

"'RIGA CHIGA BOO,
Riga chiga boo, Ra, ra, ra.'

"A rather handsome girl, in short green skirt and white football sweater, leads the lusty cheering.

"A thousand voices join in the noise-making at this unprecedented 'pep meeting' in the windy winter dusk with the sun setting across the railroad yards in faint patches of orange-red through an all-pervading cloud of locomotive smoke.

"Over the leafless branches of the stately oaks on the hillside, a pale crescent moon is rising—and the police with gas-masks unslung are deploying. They are rather irritated by this stuff."

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"Some Relief From Their Misery—Some Cash Relief"

That is what the unemployed demand of Congress, says Herbert Benjamin, Communist "hunger march" leader. Here he is seen addressing the marchers in the desolate camp where the Washington police kept them under iron control.

Here we have the "national hunger marchers," hemmed in by police in their desolate Washington camp, as they were seen by Thomas R. Henry of the Washington *Evening Star*. There were 3,000 of them, from many sections of the country, including 1,500 from New York and New England. And they had "marched" by motor-truck and automobile to "demand" unemployment insurance and cash relief for the jobless.

Now they are gone, these "delegates" of the unemployed, who make no secret of their Communism, and the country is wondering what will happen next in the way of pilgrimages to the Capital.

Washington relaxes from the strain of keeping a rigid guard over the marchers in the greatest massing of police strength in the city's history. And the marchers, returning home disgruntled by the close surveillance, are glad they could lay their petition before Congress and stage a parade before 75,000 to 100,000 watchers—even tho it was, as the Universal Service correspondent says, a virtual "parade of prisoners."

The most dramatic incident of the whole episode—a clash with Vice-President Curtis—came when a delegation of marchers called on him to present their demands, including a $50 payment to each jobless worker and $10 for each dependent.

"The delegation, a motley aggregation of white and colored marchers," says *The Evening Star*, "some drest in ragged overalls, and all bearing evidence of being down and out, entered the Vice-President's office in the Senate wing of the Capitol," and:

"The Vice-President, visibly angered by what he took as an insulting remark from William Reynolds, chairman of the Unemployed Councils of America, threatened to have the delegation ejected if they 'cast any reflection' on him.

"The committee leader attempted an apologetic explanation, but Mr. Curtis cut the delegation short with a curt warning against 'speeches,' received the written petition handed him, and dismissed the group summarily. The Vice-President, a short while later, presented the petition to the Senate.

"In the meantime, another committee, led by Herbert Benjamin and Miss Anne Burlak, members of the marchers' board of strategy, was having a quieter conference with Speaker Garner, to whom a similar petition, demanding unemployment insurance, a cash dole to the unemployed, and other 'reforms,' was presented. The verbal clash between the Vice-President and Reynolds occurred when the latter told the Vice-President:

"'We know there is no use in presenting a petition to you—'

"'Don't cast any reflection on me, sir,' the Vice-President snapt, rising from his chair.

"'I meant your body, not you personally,' Reynolds attempted to apologize.

"'Well, don't be casting any reflections, or I'll have you put out of here in a minute,' Mr. Curtis retorted."

As in the case of the "Bonus Expeditionary Force," the hunger march discloses a division of opinion among editors.

"The way to get rid of such disturbances is to head them off at the sources," advises the Indianapolis *Star*. "If every community and every railway will do its duty there will be no more 'marchers' in Washington."

The Capital "has never seen a more ignoble mob in all its history," declares the Washington *Post:*

"The fact that this wave of flotsam from the economic storm caused no major disturbance is a tribute to the police who supervised its every movement.

"There is no doubt as to the objective of the vagrants. They were actuated by the desire to foment trouble, to accentuate class hatred, and to promote revolution. . . .

"The frustration of this plan to stir up strife in Washington should serve to discourage every other group that is planning an invasion.

"Every assurance can be given to the dupes of agitators that they will not be fed and housed and coddled in the Federal City. The pollyanna tactics of last year have been definitely repudiated."

But "what needs to be remembered," the Norfolk *Virginian-Pilot* reminds us, "is that basically this demonstration grows out of conditions for which the hunger marchers are not responsible"—

"No doubt their leadership includes exploiting politicians. No doubt a large proportion of them have a primary-grade conception of government. But nobody could have induced these people to march on Washington unless they were in desperate straits.

"The underlying fact out of which this whole protest springs is unemployment. If there were no such unemployment as we have, there would be no hunger march, no petitioning of Congress, no problem for Washington police.

"The contrary is also true: so long as we do have such unemployment, we are going to have protests, demonstrations, and demands—and the country will be lucky if it has nothing else. Washington needs to keep such truths before its officials.

"Force can sweep these people out of the District of Columbia any time a frightened Government orders force. But force will not supply food and clothing to those in need, and will not relieve unemployment. The circumstances being what they are, it is not merely wise tactics, but it is just and righteous statesmanship to go to extreme limits in leniency and forbearance."

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Al Smith's Plan to Save His Home Town

THE LOCAL BOY WHO MADE GOOD now tells the old home town how to put its house in order.

Admittedly, he knows what he is talking about, this pink-faced man with graying hair and heavy voice.

And so the 7,000,000 listen as he tells them a better way to run things in that vast wilderness of brick and stone between Spuyten Duyvil and the Battery, the Rockaways and the North River.

Outside New York, too, eager listeners in other cities, harried by shrinking incomes and rising costs, seek a way out of their financial problems.

"Alfred E. Smith sat down in the witness chair before the Hofstadter Committee," writes Lindesay Parrott in the New York *Evening Post*, "slipt a pair of glasses onto his nose, rumpled through a folio of papers, and in an hour and fifteen minutes outlined a comprehensive plan for the reorganization of the city government, with half a dozen major measures for immediate recovery.

"It was a staggering performance, and at its conclusion Samuel Seabury, chief counsel for the committee, praised it as 'an admirable exposition'—and asked no questions."

Such is the general reaction to the plan outlined by the "Happy Warrior" for the city that sent him up to the political heights.

Acme

"Why Five Cities in One?"

Alfred E. Smith urging reorganization and simplification of New York City's government.

BUT the organization that backed him in his long career of public service doesn't seem to like it. "Tammany Sees Smith's Hat in Ring for Mayor," says a head-line in the New York *Herald Tribune*, and the same paper quotes Daniel F. Cohalan as a member of the Tammany board of strategy, who sounds a rather acid note:

"He deserves credit for finally coming out in the open as the spokesman for those who want to do away with the five-cent fare, and his frank advocacy of depriving the people of still further power to choose their public servants."

Tammany is not alone in envisioning Mr. Smith as a candidate for Mayor. Because of New York's financial plight publication of the Smith plan leads to a quick rally of sentiment backing him. But the former Governor gave no hint of how he stood on it.

MIXING hard facts with a sauce of wit, the famous wearer of the brown derby gave the Hofstadter committee investigating New York City plenty to think about. Typical of his long statement was the bit where he harked back to his idle days as Sheriff, in driving home the argument for a consolidation of bureaus, and abolition of useless jobs.

"I was Sheriff myself, and I was busy looking for something to do," he said; "and if it had not been for the war and the time I put in selling Liberty Bonds and War Savings Stamps and seeing the boys off, I would have had nothing to do."

Advocating consolidations similar to those he put through in the State as Governor, Mr. Smith said, "New York is either one city or it is five cities, and I see no reason why it should be five."

Outstanding features of his plan, as summarized by Mr. Parrott, are:

"Elimination of the county offices, handing part of their functions over to the city government, part to the State.

"Obliteration of the time-worn borough system.

"Condensation into eleven major branches of the government of duties now diversely handled by seventy-three departments, boards and bureaus.

"The investment in the Mayor of all executive authority, and the creation, as a legislative branch, of two city chambers—a Senate and an Assembly—with proportional representation from the boroughs, as a substitute for the Boards of Estimate and Aldermen.

"Unification of the subway lines and abandonment of the 'theoretical' five-cent fare, expedition of such public works as grade-crossing elimination, housing and the triborough bridge, a revision of the pension and assessment systems, and more reliance for financing on the State and Federal authorities were his immediate relief measures."

IN addition, Mr. Smith recommends fees on bridges and higher ferry tolls.

County judges would be appointed for life by the Governor and lower judges for the same term by the Mayor. He made it clear that he does not favor a city-manager plan.

"Seldom," says the New York *Herald Tribune*, "has ex-Governor Smith done a better piece of work," and the Brooklyn *Eagle* adds that "having set himself the task of giving New York City a new and more effective form of government, we confidently expect Mr. Smith to fight to the last to finish his task."

To the neighboring Newark *Evening News*, the Smith program is "sound," and the Schenectady *Union-Star* asserts it must be meritorious, "because we note that it roused at once violent Tammany opposition." It was "startling and gratifying," adds the Providence *Journal*, which believes it "one of the finest acts of his career."

BUT another group doesn't think so much of the Smith plan, altho it is distinctly in the minority. The Syracuse *Herald* finds it interesting, but—

"Still and all, the Smith plan is not one that Tammany will worry about overly much. It shows the way to eliminate deadwood and obsolete institutions, but it does not reduce political opportunity to any extent. In several particulars, in fact, it extends it."

And the statement of the Baltimore *Sun*, in the midst of so much praise, comes with a startling effect:

"Tho Al is one of our heroes, we regretfully report that we can find not a single really new idea in the whole business.

"So far as we can see all our hero proposes is a rescrambling of the present mess, a reshuffling of the same old cards. And this from a man who has devoted his whole adult life to the study of government and made a great reputation as an expert at it.

"Our first impulse is to denounce him as a fraud, but second thought leads us to conclude that maybe he is wise after all. For the essence of statesmanship is a willingness to admit that concerning most of the rottenness in public life there is no cure that can be attained by altering the machinery."

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TOPICS IN BRIEF

THE taxpayers' S O S means Stop Silly Spending.—*Pasadena Post.*

IT seems the war debt is going to wind up in a case of international amnesia.—*Brunswick (Ga.) Pilot.*

IT'S nice to have four years between elections. It takes people that long to regain their faith in hooey.—*Lincoln Star.*

ALL we hope is that our children never have to go through a depression and read all the jokes about it like we have.—*Judge.*

VIEWING motion-pictures, we read, causes less eye-strain than reading a book for the same length of time. And as to mental strain, there's simply no comparison.—*Arkansas Gazette.*

THERE should be quite a saving in cutting down the elephant harness to fit a donkey. —*Brunswick Pilot.*

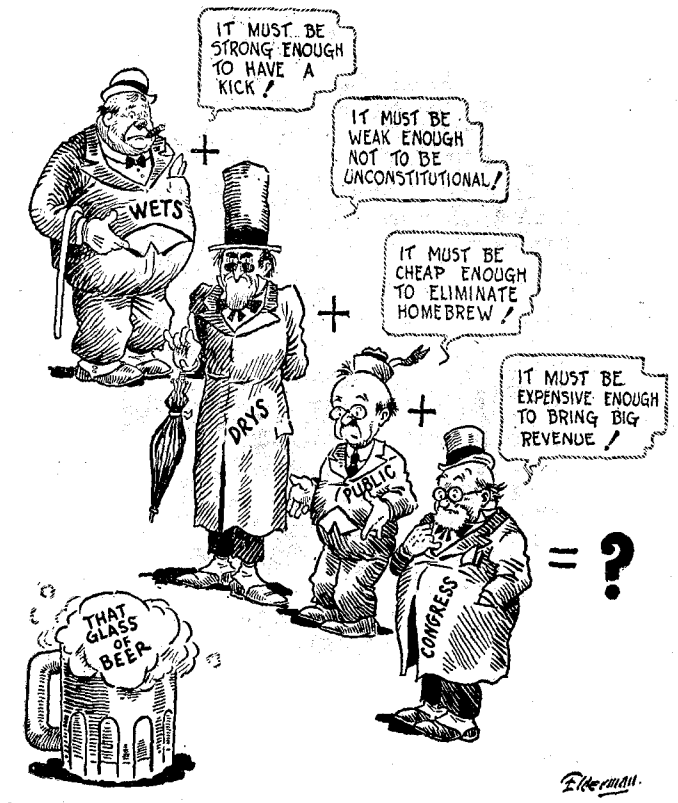
THE next lesson will be the discovery that a new deal doesn't keep it from being the same old game.—*Cedar Falls (Iowa) Record.*

IT'S a little early to speak of spring, but a village in North Carolina is already sending in reports of returning Robins.—*Detroit News.*

YOU can fool some of the people all of the time and all of the people some of the time and the rest of the time somebody else will fool them.—*Judge.*

PRESIDENT HOOVER is trimming the budget, according to a Washington item, and he ought to know what a trimming is.—*Norfolk Ledger-Dispatch.*

A WESTERN college president rejoices that we have all become less light-minded since the difficult times set in. Ah, yes. The flop put an end to the flip. —*Boston Herald.*


IT MUST BE STRONG ENOUGH TO HAVE A KICK!
IT MUST BE WEAK ENOUGH NOT TO BE UNCONSTITUTIONAL!
IT MUST BE CHEAP ENOUGH TO ELIMINATE HOMEBREW!
IT MUST BE EXPENSIVE ENOUGH TO BRING BIG REVENUE!
WETS
DRYS
PUBLIC
CONGRESS
THAT GLASS OF BEER
= ?
Elderman

The Problem

—Elderman in the Washington "Post."

THE country needs a reduction in its waste line.—*Brunswick Pilot.*

WHOEVER inherits the earth will be meek enough before the mortgage is paid off.—*St. Joseph News-Press.*

PRESIDENT HINDENBURG is being forced to wind up his distinguished military career as a cabinet-maker.—*Chicago News.*

JAPAN will now enlighten the world with a description of how it feels to swipe a watermelon in self-defense.—*San Diego Union.*

THESE farm experts, we presume, will tell Governor Roosevelt just how to make one bushel of wheat and one bale of cotton grow where two grew before. —*Boston Transcript.*

THE disadvantage of added numerical strength is that us Democrats now outnumber the post-offices. — *Weston (Ore.) Leader.*

MR. B. C. FORBES says every one of us must be a salesman, but our idea is a buyer or two wouldn't hurt.—*Macon Telegraph.*

IF you have solvent relatives, you can't get Red Cross flour. Which shows how little the Red Cross knows about relatives.—*Publishers Syndicate.*

IT'S beyond us. If the people would spend four billion, everybody would prosper; if the Government spends four billion, everybody is poorer.—*Atlantic City Union.*

THE old-time political boss, declares one observer, is gradually disappearing from the municipal scene. It looks as if the big noise was being superseded by a lot of little rackets. —*Boston Herald.*

AND speaking of Christmas, now is the time for all nice people to be nice to Santa Claus. What if you provoked the old gent and woke up Christmas morning to find he'd left you a railroad?—*Macon Telegraph.*

A PLAY has been produced in America with only three actors in the cast. We remember seeing some plays with three less than that.—*Punch (London).*

WE used to worry about future generations becoming soft, but no more. Not when we think of the bond issues they're going to have to pay off.—*Judge.*

COLONEL ROBINS'S amnesia is the envy of a lot of us who passed through the campaign and the election in full possession of our faculties.—*San Diego Union.*

So many queer ideas are generated in the faculty of Dr. Nicholas Murray Butler's skull-works that we have come to regard it as Columbia, the germ of the notion.—*Philadelphia Inquirer.*

WITHOUT a twinkle in his eye, President Hoover proposes to save 700,000,000 dollars by abolishing jobs for which the G. O. P. no longer has any use. A tongue's place is in the cheek.—*New Yorker.*

A GROUP of Russian workers have made Joseph Stalin an honorary furnace-tender. And if there ever was a job a fellow could enjoy, it's tending a furnace on a purely honorary basis. —*Boston Herald.*

YUSUKE MATSUOKE told the League of Nations that Japan regarded a boycott as worse than a military attack, to which Dr. Wellington Koo replied that if that were true, China would much prefer that Japan boycott her goods than invade her country with arms. And, as we see it, the doc won that one. —*Macon Telegraph.*

WE trust the newly chosen representatives of the people will remember that they were sent to Congress to cut down, not cut up.—*Boston Herald.*

AFTER looking over a moose in a zoo, we figure that a man shot by mistake for one of those things might as well be dead, anyway.—*Arkansas Gazette.*

FROM current discussions one gets the impression that the A B C's as well as the Alpha and Omega of statesmanship are the I O U's.—*Norfolk Virginian-Pilot.*

ACCORDING to Controller Berry's report, the city is temporarily embarrassed but far from insolvent. New York still has plenty of means to live beyond.—*New Yorker.*

THE great star Betelguese, 300 times larger than the sun, "appears to us no larger than a dime forty miles away." In these times, however, even a dime looks big forty miles away. —*Arkansas Gazette.*

FAMOUS POLES

North
South
Pilsudski
Paderewski
LITERARY DIGEST.
—*Judge.*

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FOREIGN COMMENT

Europe's Fears of Germany's Military Chancellor

DISMAY AND DISTRUST CAST SHADOWS over editorial minds in various sections of the press outside Germany when Gen. Kurt von Schleicher becomes, as some call him, "a menace."

For years he has controlled German politics from behind the scenes. Now he becomes a power in the open.

Far from cordial is the greeting accorded by the outside European world to the tall, bald major-general who, with his jovial face, deep-set eyes, and sensitive mouth is said not to correspond to the popular conception of a military man. He has played his rôle unobtrusively, we are told, working quietly, altho his is by no means a hermit's disposition. On the contrary, Chancellor von Schleicher is pictured as a man of society, a man seen at most important social gatherings, and in public. Yet he is said to be no publicity-seeker.

He moves into office at fifty years of age with more extensive authority than any man who has held the post of Chancellor in recent times, Berlin Associated Press dispatches point out.

And what is more, they add that as head of a "Presidential" Cabinet, General von Schleicher is responsible not to the Reichstag, but to the President only. Facing Parliament he has a decree of dissolution in his pocket ready for use at any time the Reichstag shows signs of getting out of hand.

The new Chancellor, it is also noted, is Commander-in-Chief of the Reichswehr, Germany's Army, and holds the portfolio of Minister of Defense. Moreover, as successor to Chancellor von Papen, we are reminded, von Schleicher becomes Federal Commissioner for Prussia, and as such will command the powerful Prussian police.

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The Smile That's Feared

Germany's new military Chancellor, Gen. Kurt von Schleicher, despite his jovial face, is dreaded outside Germany as a "menace" to peace in Europe.

IT has become clear in the weeks of negotiation in search of a new Chancellor, it is remarked, that the creation of a parliamentary government—or, indeed, any form of coalition, which could count on the support of a majority of the Reichstag—is not possible at this time.

So these Berlin Associated Press dispatches infer that if the Reichstag refuses to cooperate, the new Government will rule by decree under Article 48, the so-called "Dictatorship Clause" of the Constitution.

First let us see what France thinks of the new military Chancellor. Cables to THE LITERARY DIGEST from the French press reveal positive alarm over the appointment.

The Paris *Temps*, semiofficial organ of the French Foreign Office, thinks it proves that the German Republic is more militaristic than the Empire was, and it recalls:

"It has been forty years since a general headed the Reich Government. Since Caprivi, who succeeded Bismarck, William II himself had not dared to renew the experiment of a military Chancellor, which had been sufficiently unfortunate.

"The Republic, more militaristic than the Empire, thought it proper to confide its destinies in a Marshal-General. We shall know within a few years whether the country's confidence in these two men was justified."

To the disturbed mind of the moderately liberal Paris *Journal des Débats* it is only a question henceforward when the Germans will make up their minds to restore the Hohenzollerns, and it reflects solemnly:

"With Hindenburg and Schleicher Germany returns to the traditions of 1914. Reestablishment of the Hohenzollerns has become an optional formality—the last to defy the Allies."

Cables to THE LITERARY DIGEST from the English press disclose similar concern about Germany's future in relation to the rest of Europe.

THE Liberal Manchester *Guardian*, for instance, thinks that it will require all the skill of Germany's new Minister of Foreign Affairs, Baron Constantin von Neurath, to dispel the fears arising throughout Europe. Also it predicts that:

"The Nazis who refuse to treat with him find it difficult to denounce the hero of the Reichswehr as they denounced his predecessor.

"The foreign outlook is less promising. All the skill of von Neurath will have to be employed to weaken the mistrust von Schleicher's name awakens in almost every European country.

"We may admit that any German Government would have put the German claim to an 'equality status,' but can not forget that von Schleicher was the first to put it in a threatening manner."

From the home standpoint, the London *Times* concedes that the appointment of von Schleicher was probably the best that could be made. But as seen from the outside, this newspaper considers it something of a misfortune, as appears from the following:

"From the view-point of foreign affairs it seems a misfortune that von Hindenburg was unable to create a parliamentary Government, or call a civilian to head the Presidential Ministry.

"It is frankly impossible that the presence of a soldier at the head of the Government at the moment should be regarded without misgiving by neighboring countries."

EVEN more pessimistic on the German outlook is the London *Daily Telegraph*, which deplores the fact that there are too many parties and too few real leaders in the Reich:

"Conferment of the highest political office on a professional soldier attached to no party, and more than suspected of having designs against the Constitution, has been hailed with relief throughout the country.

"That simple fact is the most eloquent comment on the condition to which parliamentary democracy has been brought in Germany through the multiplicity of parties and absence of the faculty of leadership."

But sharp opposition to the von Schleicher Cabinet even in Germany appears plainly from German editorials cabled to THE LITERARY DIGEST.

There is no doubt, for example, of the opinion of the Berlin *Vorwaerts*, organ of the Social-Democratic party—it considers the new Cabinet no better and just as bad as its predecessor. This daily observes tartly:

"Schleicher's Cabinet is only a reconstruction of Papen's, against which the working classes declared war on every front.

"Schleicher's Cabinet contains exactly the same men, who by

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their blow against Prussia proclaimed that Social-Democrats have lesser rights than all other parties and classes."

Of course all the Hitlerites are disgusted with von Schleicher, especially because their leader failed to win the Chancellorship prize, and it is not surprizing to find the Nazi *Angriff* dismissing the von Schleicher Cabinet with contempt when it says:

"By retaining the capitalistic Minister of Commerce, Warmbold, the Schleicher Cabinet bears the death germ. This indicates that the Cabinet intends to enforce the Papenites' unsocial policies, which also are so inimical to agriculture.

"The public will not long witness such experiments patiently."

Germania, organ of the Catholic Center party, issues a solemn

A German Diagram of Reichstag Party Alinement

warning to Chancellor von Schleicher and his associates that they must look dangerous facts in the face in Germany's present condition, and it asserts:

"If the new régime expects success it must clearly recognize the social and political condition of the people; that is, one of latent revolution. The German people need strong leadership, but not a dictator.

"The first and most urgent duty of the new Cabinet is to secure peace and relax the social and political tension."

"Get us work" is the suggestion of the Berlin *Deutsche Allgemeine Zeitung*, organ of the People's party, which represents large industrial interests, and it informs the new Ministers:

"The man in the street expects deeds, not speeches, from the Schleicher Cabinet. For Christmas all he wants is assurance that he and his comrades will have work during the New Year. His hope and confidence must not be shattered."

A newspaper said to be close to the new Chancellor, the Berlin *Taeglische Rundschau*, seems a rarity among German newspapers in the warm welcome it extends to the new incumbent:

"With von Schleicher comes to the helm the strongest, cleverest, and youngest representative of his generation.

"The reconstruction of Germany which was begun by Bruening and distorted by von Papen can begin anew under Schleicher.

"The people want peace and work. Schleicher's Cabinet has a start which could not be improved upon, following as it does von Papen's reactionary régime."

Meanwhile Berlin press cables tell of the opening session of the newly-elected Reichstag—the seventh under the German Republic. Despite some clamor against President von Hindenburg and his choice of Chancellor von Schleicher, the feeling is that the Chancellor will have a month's respite at least before being summoned before the new Parliament.

A tacit agreement providing for an adjournment until mid-January is said to have been reached between the National Socialists and the Centrists. This, we are told, will enable Chancellor von Schleicher to launch his program without the Reichstag's immediate intervention.

Russia, Roosevelt, and Recognition

THE BRUTAL CYNICISM with which the Russian press dismiss the outcome of the American Presidential elections as merely the substitution of "one bourgeois Chief Executive for another" may shock certain Democrats, it is said, who look forward confidently to recognition of the Soviet Union by Washington shortly after March 4 next.

The economic crisis that overnight "smashed and crumpled the pasteboard scenery of American 'prosperity' and 'high living standards'" so impudently advertised by American publicists, says the Moscow *Pravda*, brought about the landslide against President Hoover.

But this official organ of the Central Committee of the Communist party claims that in all the main issues President-elect Roosevelt will follow in the footsteps of President Hoover, and we read:

"Like the Republicans, the Democrats will make the masses pay for all the troubles of Capitalism, not less harshly than their predecessors. As for foreign affairs, in the conflict between Japan and America and in the ever-growing rivalry between American and British imperialisms, Roosevelt will pursue a more active and aggressive policy than his predecessor.

"We will see new international understandings and alliances and, of course, new armaments.

"The policy of hunger and of the preparation of a new war will continue to remain the policy of the American bourgeoisie, altho it is the Democrats and not the Republicans who will be in power.

"And this will naturally lead to an ever-growing radicalization of the American masses. Their minds will turn to a revolutionary way out of the crisis.

"The situation in which America now finds itself bears all of the earmarks of the possibility of a quick rise of the revolutionary wave. It will depend upon the Communist party to organize this revolutionary wave rising against the crisis, hunger, war, and the capitalistic system in general."

Whether these harsh words against American institutions will be swallowed easily when the Soviet Government sees American recognition approaching, political prophets refuse to say, but the policies of the Harding, the Coolidge, and the Hoover Administrations concerning recognition of the Soviet Union will, in the view of Democratic leaders, be reversed early in the Roosevelt régime.

Senator Swanson, who will be Chairman of the Committee on Foreign Relations, is quoted in a special Washington dispatch to the New York *Times* as saying that the President-elect may be expected early in his term to give very careful consideration to the matter of Russian recognition and to the negotiation of a commercial treaty between the two countries, and he added that the action Mr. Roosevelt will take will be "the right action."

Senator Walsh of Montana, one of the Senators closest to the President-elect, and also a member of the Committee on Foreign Relations, we are further advised, will urge prompt and outright recognition of the Soviet Government. Senator Walsh is reported in this Washington dispatch as announcing:

"I am now and long have been in favor of the recognition of the existing government of Russia.

"That commercial advantages of incalculable value will ensue to the United States by recognition of Russia, I have no doubt, but quite aside from that, recognition should be accorded.

"I can recall no instance in our history in which recognition has been denied to a government that has been in existence for even a small fraction of the period of the existence of the Russian Government."

Senator Borah, the Progressive Republican of the Committee on Foreign Relations, is said to hold the same opinion, and to have declared that the Russian problem is one of the most important awaiting the solution of the Roosevelt Administration.

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Why Mr. Pu Yi Likes His Manchukuo Job

"KIDNAPED? ME KIDNAPED? NO! NO!" And as the former Chinese "Boy Emperor," now Mr. Pu Yi, made this denial, he threw his head back, roaring with laughter, and knocked into smithereens all the romantic stories about how he went from Tientsin to Changchun to become the Chief Executive of the new State of Manchukuo.

The romance ran that he had been taken away from Tientsin against his will and sent to Port Arthur on a destroyer under Japanese escort.

But this he denies positively from behind his thick-lensed spectacles, as his sad youthful face wreathes in smiles during an interview with an English friend of his of long standing, H. G. W. Woodhead, editorial associate of the Shanghai *Evening Post*. What is more, Mr. Woodhead, who writes to the Tokyo *Trans-Pacific* from Changchun, the capital of Manchukuo, assures us that he had little difficulty in seeing the former Manchu Emperor, who was his close personal friend for several years in Tientsin.

THE mistaken idea prevails in Shanghai and some foreign circles in Manchukuo, we are told, that Mr. Pu Yi can be seen by visitors only for a restricted time, in the presence of a Japanese interpreter, and that interviewers are only permitted "to ask innocuous questions, to which he gives equally innocuous replies." But Mr. Woodhead relates:

"I was met on my arrival at Changchun by a young Chinese official of the Foreign Office, who speaks Chinese, English, Russian, and Japanese with equal fluency. And he informed me that Mr. Pu Yi had heard of my coming and would be pleased to receive me at 10:30 A. M. next day.

"This official, Mr. Yeh, called for me soon after ten o'clock and escorted me to the Chief Executive's residence, which is the building formerly used by the Salt Administration. On arrival there I was shown into the official reception-room, where I met an old friend in General Tung, chief of the personal body-guard.

"I was informed that as Mr. Pu Yi was suffering from some slight infection in one of his feet, he could not walk far, and that I would therefore be received in his private sitting-room. Thither, after a few minutes' waiting, I was conducted, escorted only by Mr. Yeh.

"The former Emperor greeted me with obvious pleasure, and had scarcely invited me to be seated before he remarked that on one of the last occasions on which I had seen him, in October, 1930, at a private lunch in Tientsin, I had remarked that perhaps next time we met he might not be so accessible; that I might have to invoke the assistance of a Foreign Office Official.

"'You see,' he observed, 'that your prophecy has been fulfilled.'

"After I had inquired after the Empress, and he had asked for information regarding several of his former foreign friends in Tientsin, I asked whether I might put some unusually frank questions to him. He answered that I might ask him anything that I liked."

MR. PU YI emphatically declared to his visitor that he is really happy in his present position. Then, asked about the general impression prevailing in Shanghai, and indeed throughout China, that he had been coerced into it, and that he is not a free agent, the former "Boy Emperor" maintained that he had been actuated by a double motive in accepting the office of Chief Executive. Mr. Woodhead tells us what they were:

"First, on account of political reasons. When the Manchu Dynasty abdicated it had been with the avowed intention of restoring the sovereignty to the people.

"Twenty years had elapsed since, but what had been the result? That political power had passed into the hands, not of the people, but of ambitious and grasping militarists. There had been incessant civil war and disorder.

"The welfare of the people had been entirely disregarded. They had been tyrannized over and opprest. China's relations with Foreign Powers had grown steadily worse.

"And the pledge made in the Abdication Treaty that absolute equality would be maintained between the five races of China had been flagrantly violated.

"Secondly, he was actuated by personal motives. Manchuria was his ancestral home. It was only natural that he should feel greatly interested in what was happening in this territory.

International News

Speaking for the Ta Tung—Great Equal—Era

Mr. Pu Yi, Chief Executive of the new State of Manchukuo, declares: "We are opposed to racial and national animosities."

"Moreover, every undertaking to the Manchu Dynasty contained in the Abdication Agreement had been wantonly violated. The allowance to be paid to him by the State had been canceled. His private property had been confiscated. He had been treated with studied disrespect by the Kuomintang.

"And the Ancestral tombs had been violated, and no serious attempt made to secure the restoration of the treasures stolen from them."

Meanwhile Mr. Woodhead advises us further:

"I asked his views on the government of Manchukuo, and he at once replied that he favored the adoption of the Wang Tao doctrine, based upon the teachings of Confucius. 'Heaven,' he said, 'did not divide people into nations, but regarded them all as human beings and desired peace between them, and love.

"'Competition and strife between nations only led to war and intense suffering. Confucius taught that governments should rule honestly, observe the golden rule to each other, and work for humanity and peace.

"'That crystallized the Oriental spirit. That was the spirit in which Manchukuo had issued its declaration of independence.

"'We are opposed to racial and national animosities. That is why we call this the Ta Tung ('Great Equal') era.

"'We should like to have the friendliest relations with Great Britain and all the other Powers. And we believe that we can contribute toward the realization of world-peace.

"'Our domestic policy will aim at making it possible for the people to lead peaceful and happy lives. We shall have no political parties in the new State. They make for discord.

"'We shall do our utmost to show ourselves trustworthy in our foreign relations. I hope that the people of your country (Great Britain) will understand and appreciate our attitude. We shall welcome the investment of their capital in enterprises in Manchukuo. We shall be pleased to have them come and dwell among us.'"

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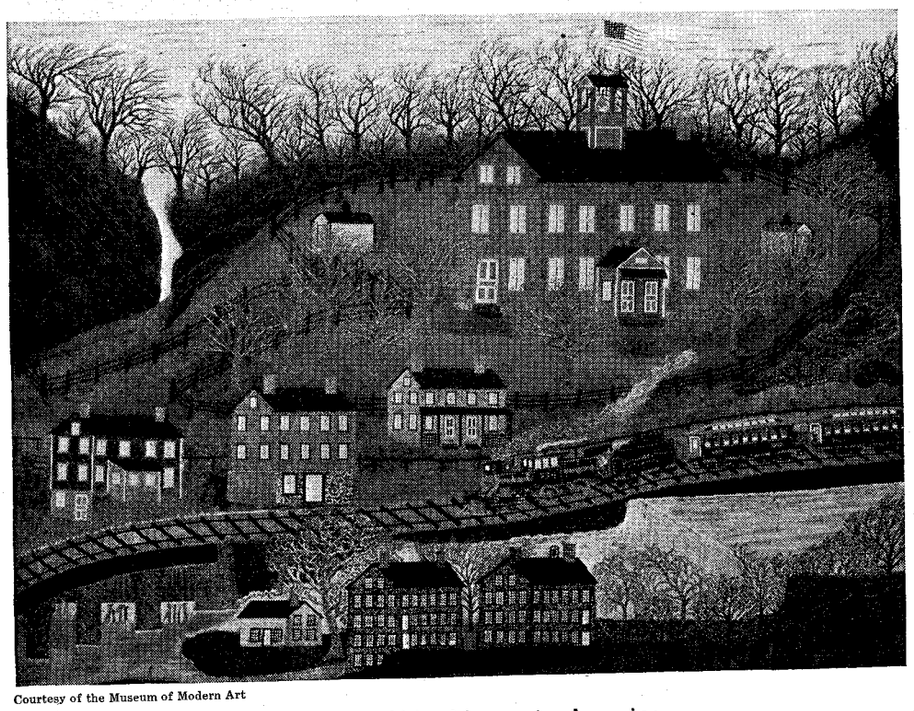
The Pageant of American Art

WE WERE A SIMPLE PEOPLE when we first began to produce "art."

The present exhibition at the Museum of Modern Art in New York proves this.

Many things there cause a smile for the sophisticated; some things that would have made the supercilious consign them to "exhibitions of bad taste."

But the directors of the Museum have a historical perspective, and the things they have brought together in the "Exhibition of American Folk Art," shown in connection with the superb assemblage of "American Painting and Sculpture," give a pretty comprehensive expression of the stirring of our esthetic impulse as a nation.



Courtesy of the Museum of Modern Art

When Art Was Young in America

Painted by Joseph Pickett, some time between 1848 and 1918. He named it "Manchester Valley, New Hope, Pa."

AMERICAN "primitives" this folk art is called by the New York *Evening Post;* things "which many of us can just remember seeing thrown into the ash can":

"There are those flat portraits of little boys in stiff suits and little girls in pantalets such as this country discarded as 'horrors,' when its first storm of 'culture' burst upon it.

"There are sign painters' groups, centered about Major André or Pocahontas.

"There are frowning landscapes.

"There are fruits painted on velvet by young ladies' academies.

"There are ships' figureheads and wooden Indians.

"There are trotting-horse weather-vanes and 'front-lawn' Washingtons.

"A modern realism, breaking the artificiality of Victorianism, has brought out a new appreciation of the color and style and artistry of this simple 'folk art.' The exhibition is worth seeing not only from this standpoint, but also to get the thrill that comes to the heart at the sight of something deeply ingrained into the origins of one's own country."

The catalog, written by Holger Cahill, Director of the Exhibition, treats sympathetically the historical background of the nation's art:

"This exhibition represents the unconventional side of the American tradition in the fine arts.

"The pictures and sculptures in it are the work of craftsmen and amateurs of the eighteenth and nineteenth centuries who supplied a popular demand for art. Their makers were house-painters, sign-painters, portrait limners, carpenters, cabinet-makers, shipwrights, wood-carvers, stone-cutters, metal-workers, blacksmiths, sailors, farmers, business men, housewives, and girls in boarding school.

"Many of these people had little training, but all of them knew how to coordinate the activity of the hand and the eye, and had the art of making things with their hands, an art which has rapidly declined with the progress of the machine age. A good deal of their work is to be found in the older communities of the United States.

"It is a varied art, influenced from diverse sources, often frankly derivative, often fresh and original, and at its best an honest and straightforward expression of the spirit of the people. This work gives a living quality to the story of American beginnings in the arts, and is a chapter intimate and quaint in the social history of this country."

A FORETASTE of the main part of the exhibition was given in our article on Whistler's "Portrait of His Mother" in our issue of November 12. This famous work, loaned by The Louvre in Paris, holds the place of honor, and greets the visitor as he reaches the top of the main staircase.

"This exhibition covers a period of change and development in American art," again quoting Mr. Cahill in his introduction to the second catalog. The period covered is 1862–1932. At the beginning "American art was provincial." Before this date we had Copley and Stuart, but they were in the English tradition. Fifteen years after the Civil War, as Mr. Cahill points out, "American art had been lifted out of the provincial stage" by Whistler, Inness, Martin, Eakins, Homer and Ryder.

Besides "The Mother" the exhibition brings us Whistler's "White Girl" and three others from his hand. But holding an equal place of honor is Eugene Speicher's "Portrait of Katharine Cornell," showing her as *Candida.* The selection brings the roster of painters down to the present.

"It is an affair to be contemplated, not one just to be seen," writes Edward Alden Jewell in the New York *Times:*

"For one thing, there is the historical sequence, which, tho it may have little bearing on our ultimate esthetic decisions, is yet of great importance, since the age in which he paints so vitally colors an artist's whole point of view.

"On the historic side Holger Cahill's catalog introduction will be found helpful. It necessarily covers the ground by leaps and bounds, but the map is supplied, the background sketched.

"The exhibition keeps to a pace that is stately or that, at any rate, never becomes headlong. Naturally there is felt a kind of quickening among the moderns, as palettes key upward and

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idioms incline toward shorthand. But nowhere has the task of selection snatched up its spoils in a hit-or-miss fashion.

"You may not altogether agree with every inclusion and some of the exclusions, especially when it comes to our contemporaries, are pretty sure to cause both consternation and pain. But the exhibition never looks as if it had been devised overnight. A certain estimable balance is maintained."

AFTER mentioning Whistler's dictum that "good painting leaves out all human interest," Mr. Cahill observes that "to-day subject has been reinstated, but with it there is an appreciation of the meaning of form, and of craft and technique as means to express American experience."

The following tells what awaits those who are fortunate to see the show before the end of January:

"Winslow Homer, Ryder, Blakelock, Homer Martin, Fuller, Wyant, Inness, Duveneck, and Chase all are represented, often by examples that could hardly be bettered.

"The same is true of Thayer and Dewing, of Twachtman, Robinson, Weir, and Pendergast, of Dickinson, Davies, and Robert Henri—tho the last two somehow make less impact than one might have hoped. Some thirty-four living American artists are on the list—fewer, of course, than any really comprehensive survey of our richest resources must bring into play. But in the Museum of Modern Art's absorbing narrative, 'contemporary' heads but one of the several chapters, and with wall space limited, the percentage is probably all that one should ask. Besides, this museum has in previous exhibitions played host to many others. Certainly there are enough arresting things by Sloan, McFee, Hopper, Brook, Burchfield, Karfoil, Marin, Pollet, Sheeler, O'Keefe, Pop Hart, Lawson, Stuart Davis, Kent, Marsh, Kuhn, Henry, Varnum Poor, and the rest to prove to us, were proof needed, that American art didn't fold up its tents in the twilight of the dying nineteenth century."

Courtesy of the Museum of Modern Art

Painted by Our First Modernist?

But who is he? The catalog gives no clue. Yet in drawing and composition he might be of to-day, instead of a "primitive."

Where Masterpieces Grow

THE MacDowell Colony in Peterboro, New Hampshire, is hidden from the public eye.

But it doesn't keep its light under a bushel.

Thither in the summer go artists, writers, and musicians to do their work in no atmosphere of Bohemianism.

This has been a successful enterprise for twenty-five years, and its results were recently celebrated in an anniversary observance at Carnegie Hall, New York.

What we owe it is revealed by the New York *Herald Tribune:*

"Varying from most 'art colonies,' the MacDowell group in New Hampshire is a very real success, a going concern. Any such organization that can boast the membership and participation of Edwin Arlington Robinson is patently authentic.

"If for no other reason than that Mr. Robinson there wrote 'Tristram,' as well as the greater part of his other poems, both of the Arthurian and the Down East cycles, Peterboro and the MacDowell Colony have generously justified their existence. But here, too, was the scene of the creation of 'The Bridge of San Luis Rey,' 'Porgy,' and some of the best works of Willa Cather, the younger Benet, and Julia Peterkin.

"If the understanding musician who conceived and executed the MacDowell idea should require other monuments than his own works he might look about him and see as his contribution a substantial and integral part of the tradition of American letters. As a true patron of the creative arts, apprehending their deepest needs, he is alone in the annals of our time. Of Mr. MacDowell and of Mrs. MacDowell, who survives him to bear on the banner of his ideals, it may be said, as did the epigrammatist Martial of another generous spirit, 'Let there be Mæcenases, Flaccus, and there will not be wanting Vergils.'"

An English Song of Death

COMIC SONGS ARE OUT OF FASHION in England.

A song that has "no little vogue on the gramophone and the radio," so Mr. E. V. Lucas tells us in the New York *American*, has the lugubrious title, "Ain't It Grand to Be Blooming Well Dead?"

Mr. Lucas has long been on the staff of *Punch*, and should recognize humor when he hears it, but at the moment, he confesses, he sees no sign of the return of the comic singer.

Dirges, however, are not the only things that entertain the British. They have their share of "the back-chat comedian, the raconteur, the jazz-musician, and the cantillator of dismal croons of anemic but persevering passion, in which, sooner or later, something will rime to melo-dee."

THE following describes the new song "which is nothing whatever but the triumph of the grave":

"'Ain't It Grand to Be Blooming Well Dead?' is the title, and the singer, who is himself the corpse, enumerates his feelings, partly pride and partly resentment, as the funeral proceeds—pride to be the cause of such a gathering, resentment that there is not more decorum and grief, and that not only do his neighbors exhibit signs of relief but that his wife is actually laughing.

"Rough stuff, with not a little of the vulgarity which the English too often mistake for humor, or which with them stands for humor, but significant of a change of mind; for—before the war, say—what song writer would have chosen a detailed description of a funeral (even to the expectant earthworms) from the dead man's angle, as a theme, and what comic singer would have ventured to sing it?

"No one in those days, not even the ironist, suggested that it was grand to be blooming well dead."

He believes that no one to-day really thinks so, but some explanation has to be found for the popularity of the song, and he sets out to find it:

"Death has come so much nearer that we have lost the old awe of speaking about it.

"The war with its terrible toll of lives, chiefly young, began the process of familiarization, and the motor-car, which a little while ago was killing in England seventeen persons a day, carries

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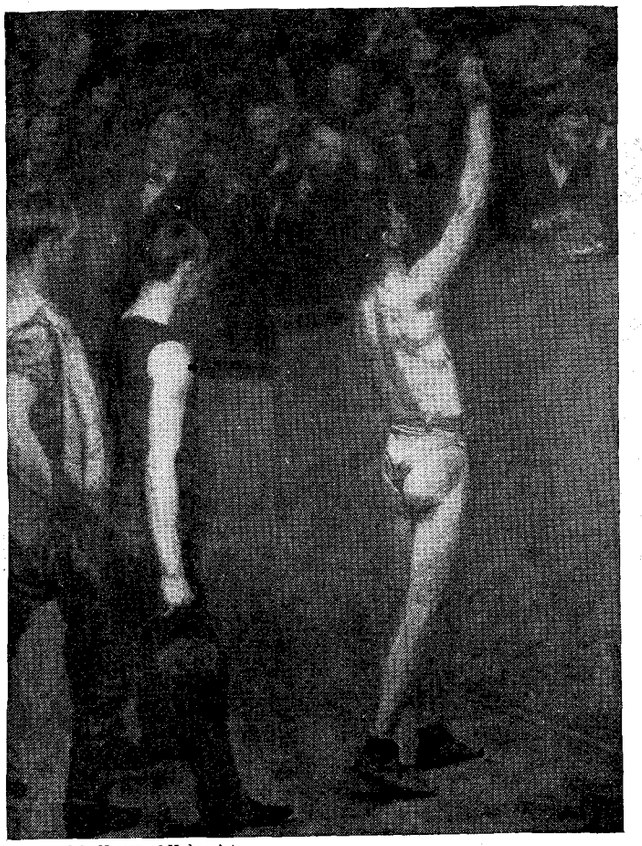
it on; while by flaunting attractive insurance offers the newspapers keep their readers constantly reminded of the chances and advantages of extinction.

"In the midst of life we are indeed more in death than ever before. Hence in part the modification of our dread which has made this comic song possible and popular.

"But there is a further reason, and that is the spread of literature devoted to spiritualism, also a growth of the war. There was, of course, much spiritualistic activity before 1914, but it had not entered the plain man's home; it was a cult, and its



Courtesy of the Museum of Modern Art

One of the Great Figure Paintings

By Thomas Eakins, entitled "Salutat," from Addison Gallery, Phillips Academy, Andover, Massachusetts, now shown at the Modern Art Museum, New York.

promises were chilling and vague; the next world as disclosed at the ordinary séance showed seldom a smiling face.

"It was not until the appearance of Sir Oliver Lodge's book recording communications from beyond the tomb of his son Raymond, killed in action early in the war, that death began to lose many of its terrors. One of Raymond's most astonishing and important disclosures was that on the other side you could still get a whisky and soda.

"I don't pretend that such a materialistic asset could sweep away all fear of dissolution, but it had elements of comfort, and, what is more to the point, it helped to bridge the gulf.

"Nothing could soften the actual blow of death—death is death, however it is looked at—but Raymond's picture of a reasonably run heaven, with a continuance of human experience, friendship, and laughter, made the thought of eternity less somber and forbidding."

THERE is something ironic in the eventual outcome of this cult:

"The book, the first of its kind, was followed by countless others, and by the institution all over the country of 'Raymond Circles' where the bereaved talked, or fancied themselves to be talking, with their dead relations, and thus was the way paved to a state of mind which makes acceptable a song with the title, 'Ain't It Grand to Be Blooming Well Dead?'

"For myself, I prefer the famous German woodcut of 'Death the Friend,' yet to quote an old witticism, the last thing I shall do will be to die."

Stalin at the Ballet

"THE PROLETARIAT NEEDS ORNAMENT, decoration, adornment."

This is Stalin's new slogan, tho they whisper it in panic in Moscow.

Nevertheless, Stalin, in the Moscow edifice consecrated to the dramatic arts, often sits among the proletarians, applauding.

The spectacle, says the Berlin *Vossische Zeitung*, should be recorded as marking a sensational new phase in the Russian revolution. For Stalin was irreconcilably Puritanical in his original attitude to the arts, dramatic, musical, architectural, literary.

Stalin now, says the Berlin daily, has been converted to the traditional in art.

Rebels in art, hurrying to Moscow and to Leningrad hopefully, drift back to Germany lamenting that Bolshevik Russia has gone over to the school of Fragonard in painting, to that of the old Comédie Française in the drama, and to that of all that is suggestive of the Romanoffs in the ballet.

The old traditional, classical Russian ballet!

It is all the rage at Moscow.

The fact is important, yet, adds the *Vossische Zeitung*, even more important is the thing it signifies:

"What is presented there at Moscow now is Parisian grand opera in its best bloom. The greatest display of magnificence, the most complete technique, but all covered with the traditional 'dust' of the centuries. There are graces worthy of honor, brilliance, and felicity of effect, all in the manner of the day before yesterday.

"In all this a wholly proletarian public revels no less than in a former day reveled the courtly circle in the regal boxes when the Czar reigned.

"There is ecstasy of delight and there ensues the stormiest applause when Semenova, leading ballet dancer of the Moscow opera, steps forth, supported by a hundred ballet dancers on the tips of their toes, in stiffened gauze, as if they just stept out of a painting by Degas, all pirouetting in their exquisite steps and then, at the end, throwing their irresistible kisses out among the audience.

"Stalin himself does not conceal his delight.

"He applauds with all the rapture of the manual laborer at his side. For Stalin now knows that the idea of a revolution in art is nothing more than verbiage, and that a revolution in art can not in terms of time go hand in hand with a revolution in politics."

The Cover

THE warm, brilliant colors of the South come naturally to Michael Califano, who is a native of Italy.

Florida seems to speak to him in his native tongue.

Califano began study at the Academy of Fine Arts in Naples under famous masters. For fifteen years he was an exhibitor in Naples, Rome, and Buenos Aires. His painting exhibited at the National Exhibition in Naples in 1915 was awarded first prize and purchased by the municipality of the city. At the exhibition of Bologna, last August, Califano was awarded the gold medal.

He has also specialized in doing portraits, and has painted many beautiful American women and many well-known Washington officials.

He came to the United States in 1922, and was detained at Ellis Island because of a slight defect in his hearing, suffered in the war.

Last winter the artist went to Florida and painted a number of tropical landscapes along the ocean boulevard, having a very successful season, which included the execution of a number of portraits. He has substantially established himself as an artist of international fame in this country.

Mr. Califano has now on exhibition several portraits at the Montclair Art Museum.

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Farewell to the "Committee of Fourteen"

THE "FLEA BAG," "Suicide Hall," the "Little Jumbo," the "Friendly Inn," the resort of Rosie Hertz, "Queen of the Dive Keepers," and a host of other gaudy places of ill-repute were flourishing when the valiant Committee of Fourteen flamed into action against commercialized vice in 1905.

Then vice stalked, unafraid and unashamed, along the Bowery, in the Tenderloin and Chinatown, and in other districts where the lights were brightest, while the law winked a cheerful eye unless a bloody fracas in some back room demanded the services of a busy coroner.

These dives and the Raines-law hotels, which the Committee of Fourteen was organized to suppress, are to-day only of evil memory, and much of the credit for the final curtain on Rosie and her like is given to this zealous group of public-spirited citizens.

Now, fallen on evil times and unable to raise money for continuance of its work in ferreting out lingering vice, the Committee has disbanded—under fire from a former friendly camp. Hard times, the Seabury investigation, and Raymond Moley's indictment of its work in his "Tribune of the People" (Yale University Press), are given by William H. Baldwin, treasurer, as the reasons for the Committee's empty purse.

Wide World Studio

Public Hysteria

Caused by the "framing" of innocent women is given by William H. Baldwin, treasurer, as one of the causes for the financial failure of the Committee of Fourteen, New York's vice crusaders.

BUT it seems to be pretty generally held, outside the membership of the Committee, that the moving cause of its financial collapse is its own incautious zeal. The Seabury investigation disclosed that the Committee of Fourteen, unintentionally, no doubt, had given its blessing to jurist and court officers guilty of branding innocent women as professional prostitutes. The deliberate ferocity of the members of the vice squad who perjured themselves against these unfortunate women for the price of Judas shocked the country, and put a period to volunteer informers.

In reference to the Seabury investigation, Mr. Baldwin is quoted as saying, "unfortunately there arose a public hysteria over the 'framing' of innocent women, and the impression developed in some quarters that the Committee of Fourteen either was a party to such methods, or was derelict in not having exposed them. In spite of this, however, the New York newspapers, upon learning all the facts, reestablished, with few reservations, their traditional confidence in the Committee and its work."

"To those of us who are seriously disturbed by the recrudescense of exploitation in its oldest and worst forms, the failure of the Committee at this time is a particularly hard blow," says Dr. James Pederson, chairman. "Because our work is so needed we have hung on longer than perhaps we should have."

"The Committee is needed more now in New York than it ever was," adds George E. Worthington, general secretary and counsel since 1924. Mr. Worthington thinks, however, that the Committee will not be revived. "Some other group will organize," he predicts. "Things will get so bad they'll have to do something about it."

But the Committee, according to Professor Moley, was overcome by its own fervor. While it watched, women who had been framed by the notorious vice squad and its paid informers were convicted in the very court established for woman's protection. The long memory and glib tongue of Chile Mapocha Acuna stool pigeon, unfolded story after story of innocent women harried to jail by brutal policemen, or made to pay for their release.

So intent were the Committee on securing arrests, writes Professor Moley, that they seemed not to realize what was going on. They assured their contributors that estimable work was being done in the Women's Court. "The magistrates who sat in court were hailed as 'progressive, sympathetic, and at the same time scientific.'"

AMAZED at some of the Committee's statements, the professor of public law in Columbia University, and member of President-elect Roosevelt's "kitchen cabinet," observes.

"That such a well-intentioned agency, with the wholly good purpose of ridding the world of evil, may develop such myopic vision with respect to what happens in its immediate vicinity, ought to be a lesson not only to itself but to all those who participate loosely and without a proper sense of responsibility in organizations whose protestations are of the best, and whose practical operations leave much to be desired.

"It ought to be said, in addition, that the extent to which private agencies participate in public law enforcement is dangerous and unwise, and that prosecution should be vested in a public agency. This is a principle which experience teaches us is sound and wise. Private initiative with certain restrictions is commendable; but public law should be enforced by public officials.

"It is one of the most unfortunate and demoralizing situations in the whole history of law enforcement that while the lawyers, bondsmen, police, and stool pigeons were filling their pockets with money extracted from defendants, and in their feverish and illegal activity were constantly setting high records for arrests, the statistical results were filling the reports of the Committee of Fourteen with great satisfaction and self-glorification."

Present conditions in the city, says Professor Moley, "should be interpreted by some agency other than that which failed so signally to protect the public interest when it was in almost complete control of the situation. The public ought to look to some source of information other than the estimates of the Committee of Fourteen for data on any increase in prostitution in New York at this time."

IN fact, as this sociologist sees it, the Seabury investigation "has shown that the stimulation of arrests through the pressure of social agencies has resulted in a vicious maladministration of the law which is much more disastrous than the evil which it is intended to suppress. This policy has led to the persecution and mulcting of both the innocent and the guilty."

The agencies interested in the subject, thinks Professor Moley, "might do better to concentrate their energies upon a possible amelioration of the social and economic conditions which pave the way to prostitution as a profession."

Recalling that the Committee of Fourteen indorsed a former prosecutor in the Women's Court who confessed to receiving bribes from the ring which preyed on defenseless women, the New York *Herald Tribune* says this "hideous injustice left them cold." And referring to Mr. Baldwin's statement concerning the "public hysteria over the 'framing' of innocent

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women," *The Herald Tribune* declares that the "perversion of values depicted in this remark should alone remove any doubt that this agency is well dead."

The terrible cruelties practised in the name of justice exposed by the Seabury investigation move the Baltimore *Evening Sun* to say that "New York has discovered once again the old truth that efforts to establish morality by force always end in establishing immorality by force." The vice squad of evil name was widely regarded, it says, as a secular arm of the Committee. "Therefore the citizens of New York had before them evidence that the Committee of Fourteen, in spite of its unctuous claims, had, possibly unwittingly, set up a thing worse than the thing it was supposed to be fighting." And the citizens' refusal to support the Committee, "so far from being evidence that they are in favor of vice," says *The Evening Sun*, "is strong evidence that they are decent at heart."

But the "single blemish" on the record of the Committee of Fourteen, says the New York *Times* in kind remembrance, "should not outweigh the notable services it has rendered this community during the past quarter of a century."

Another Blast for the "Rock of Ages"

THAT OLD FAVORITE, "ROCK OF AGES," sung as a requiem at so many open graves, is called trash.

The youngsters of to-day who sing it commit a liturgical crime, because they don't believe that the rock is cleft for them.

That is the shocking truth, according to a number of hymnologists who have been blue-penciling the old stand-bys in the hymn-books. "Rock of Ages," they say, has "a meaningless metaphor; a verse known to be an interpolation and dropt from the Bible; a theological controversy between Toplady and Wesley, now for a long time dead, and strange figures of speech which, for the most part, in modern ears, signify nothing."

But "Rock of Ages" will probably be sung for many years in the countryside. There the cleft in the rock is anything but a meaningless metaphor.

The same ruthless verdict is rendered by the hymnologists against many other hymns as "sentimental effusions" which are driving youth from the church.

The report is made by Dr. Walter M. Howlett, religious education secretary of the Greater New York Federation of Churches; Prof. Henry Hallam Tweedy, of the Yale Divinity School, and Dr. Milton S. Littlefield, who were appointed by the Hymn Society to report on the place of the hymn in the education and character training of youth.

The Hymn Society was formed ten years ago by a number of hymn writers, editors, and organists interested in furthering hymn singing and in improving the quality of hymns. It has awarded several prizes for hymn composition.

YOUNG men and women, says the report, are invited to sing hymns "that deserve to be called bad—hectic, sentimental effusions of medieval mystics—cheap jingles which disgust tastes trained to appreciate Tennyson and Keats, and outworn Biblical and theological and scientific beliefs that no amount of poetic license can make either possible or helpful for intelligent and sincere worshipers."

Many of the old hymns, it is said, have no religious meaning for modern youth. They sing "for mere politeness words which belie their true thoughts and needs and which, in the eyes of God, must seem to be pious ecclesiastical fibs—for the singers do not mean to lie."

After listening to this, the society adopted a new definition of a hymn, presented by Carl F. Price, first president of the society. The definition, as we take it from *The Herald Tribune*, reads:

"A Christian hymn is a lyric poem, devotional in spirit and reverent in tone, which is designed to be sung and which expresses the worshiper's attitude toward God, or God's purpose in human life.

"It should be simple and metrical in form, genuinely emotional and literary in style, spiritual in quality, and in its ideas so direct and immediately apparent as to unify a congregation singing it."

The Three R's Not Enough

SEVENTEEN NOMINEES FOR ENTRANCE to the United States Naval Academy, the pick of seventeen Congressional districts in a certain State, turned in identical answers in the examination.

They were debarred by the Navy Department from ever applying again.

The Department of Education of the State from which these seventeen young men were nominated has a reputation for progressive methods, but, writes A. W. Burr from Beloit College in a letter to the New York *Times*, "evidently the field of citizenship and character-forming is yet untouched."

Nor need other States throw stones at this particular State, he says. A girl in one of the best suburbs of Chicago told him in the presence of her schoolmates, he recites, that in her examination in geometry the girl next to her copied her paper and passed it down the class, and the teacher didn't care.

It is all rather astounding to Mr. Burr. He wonders why departments of education do not make provision to teach the practical duties of good citizenship.

There are teachers of music, art, dramatics, athletics—"but who takes classes once a week to discuss with the boys and girls the ways and art of living with others in school and out? What principal has any plan for his teachers doing it?"

Who can answer—

"What teacher discust—not lectured, but found with a class the reasons for our laws against gambling, lotteries, sale and use of intoxicating drinks, of narcotic drugs, sale of cigarets to minors, adultery, bribery, forgery, racketeering, idling?

"Is violation of law the concern of only the victim and the officer?

"Is keeping still good citizenship?

"Can one lie to help others and not for self?

"Why are there penalties for the adulteration of food, for poor quality and quantity?

"School regulations make a good opportunity to put more whys. Later in the school course the values of election primaries, party conventions, Legislatures, referenda, in securing good government in a democracy may be considered. Teaching good citizenship is far more than hearing a pupil recite on how a Senator is elected, his term of service, and his duties.

"There is further the wide field of character training. A discussion of the good and evil effects of the movies, the 'comic' strips, giving the details of crimes, the use of girls' pictures for advertising, hearing bad language, the effects of lying companions, the duties to parents and the aged."

IT won't do for educators to avoid the issue by falling back on the alibis, "home," "church," and condone dishonest practises in the classroom, says Mr. Burr:

"This 'identical answer' type of education must go. Our boys and girls must find that school life has other ends than arithmetic, English, and history.

"Where is the teacher, the educator, who has the vision to see that through the schools is the surest, speediest redemption of our failing communal life; who, knowing that the moral perceptions of right and wrong are the natural and earliest of the child, can so order studies, so train teachers, that the live classroom discussions of the practise of living with others shall be taken to the homes; for the children are light-bearers, and the homes led by a child shall drive many of the demons of our life to-day 'into the deep sea.'

"There is a good book that says, 'Where there is no vision the people perish.' Equally true is it that where there is vision the people flourish."

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'Teen Age Murderers

A FIFTEEN-YEAR-OLD BOY, son of a school-teacher, killed a policeman who ordered him out of a swimming-pool.

A sixteen-year-old boy, son of a business man, killed the mother of his stepmother because she refused to let him use her car to drive to a church dance.

A seventeen-year-old boy, from a family of moderate circumstances, not underprivileged, killed one man, attacked two girls, and shot five Mexicans, "just for the fun of it." He had been twice released from an institution for mental defectives.

Insanity is their defense.

But can insanity be pleaded in mitigation of the crimes of all the youths now behind prison bars? They constitute a large and increasing number of those arrested and finger-printed. And this in face of the fact that society has provided more agencies for the welfare of childhood and youth than civilization has ever known before. To mention the Y. M. C. A., the Boy Scouts, the Big Brothers, and various church organizations is just to begin the list.

It has been commonly and frequently asserted that the boys of to-day are no worse than their fathers, grandfathers, and sires of a hundred years ago. But the figures tell a sorry story.

An analysis of crime records of eight months by the United States Bureau of Investigation discloses, according to the Associated Press, that more than 39 per cent. of the criminals finger-printed in the country were under twenty-four.

Nearly one in five of all persons arrested were between nineteen and twenty-two, the boys of nineteen holding the ranking position among lawbreakers of all ages. There were 10,926 youths of nineteen arrested, slightly more than 5 per cent. of the total number placed under arrest.

Of those arrested for robbery, about one in five were under twenty, while nearly one in three of those arrested for burglary had not yet reached twenty. The number under twenty arrested for automobile theft was 3,066, or 41 per cent. of the total.

A little more than 10 per cent. of all arrests reported were of persons under nineteen. Some 500 offenses were committed by boys and girls not yet fifteen, the crimes ranging from five murders to 128 thefts and 139 burglaries.

An ugly record that.

OF course, the three cases of juvenile murder mentioned in the beginning of this article which came into the day's grist almost simultaneously attract more attention than if they had been separated by wide intervals of time. But Detroit had twenty-nine cases of youths charged with robbery under arms in court during November. One boy, fifteen, was accused of fifty offenses. Another, eighteen, was charged with twenty-four gas-station robberies. Detroit also boasted a pair of midget bandits whose habit it was to invade drug stores, reach up and sandbag the proprietor, and make off with the contents of the cash register.

But, refusing to be led into thoughts of juvenile "crime waves," even by such a coincidental accumulation of circumstances, the Pittsburgh *Post-Gazette* says it is still reasonable to reflect on possible causes and remedies for juvenile crime.

Some, it says, "think that even with the changes in the setting of modern life—urban congestion, speed and increased exposure to evil influences—a little more of old-fashioned discipline, in home and school, could advantageously be added to the mixture. Those who in early childhood are taught to endure life's frustrations and inhibitions, and to know the satisfactions of self-control are not apt to become murderers in their teens."

Years ago, reflects the Atlanta *Constitution*, most boys and girls of nineteen and twenty found their chief sources of amusement in the home, or in community entertainments. "Now, all too often, this amusement is found on automobile rides with bootleg whisky furnishing synthetic enthusiasms and adding to unworthy temptations." Chief among the causes of juvenile crime, thinks *The Constitution*, is bootlegging, with its vast profits. Hundreds of thousands of youths, it says, have been recruited into the ranks of the huge army of whisky sellers. Repeal the laws which are not supported by public approval, it suggests; speed up the courts, so that their delays will not be an invitation to crime; throw the protecting influence of home and church around the young. "No more serious moral question faces the country than the prevention of youthful minds and characters from being warped by the hurtling pace of modern times. It will be a herculean task, but its stake is the greatest prize in the world—the making of good citizens for the future out of the embryonic men and women of to-day."

Acme

In the Toils at Fifteen

These boys were arrested for being involved in a shooting affray. Some 500 offenses reported in eight months, including murder, theft, and burglary, were committed by children less than fifteen.

YET something must be said for the erring youngsters. Youth lives for the pot of gold at the rainbow's end. The depression has blasted that hope for uncounted thousands. Boys who reached their teens when prosperity was at its height found themselves suddenly deprived of all the bright future their parents had promised for them, reflects the Providence *News-Journal*. So also with the girls. "Unexperienced and unstable, these youngsters have been upset as perhaps no other generation has been, certainly as no other generation within the memory of people now living has been." So—

"While it must be remembered that these youngsters, who have fallen into disgrace and trouble, are only a few as compared with their stronger brothers and sisters who have come through, and will go through, we bespeak for them the understanding and sympathy of older generations who were brought up in the sanity and comfort of pre-Prohibition and pre-depression days. Viciousness must always be punished, but the punishment must be ordained and administered with full understanding of how and why it came into existence."

Fifteen years ago the stress of war disturbed the social atmosphere, and the Detroit *News* reflects that the present crop of juvenile miscreants may be part of the cost of war.

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PERSONAL GLIMPSES

The Roosevelt "Kitchen Cabinet"

"SEE HOW HISTORY REPEATS ITSELF," exclaim the Capital gossips, spotting what they call "a new Colonel House" in the offing.

In fact, some of them wonder if they are seeing double.

To the strained eyes of political Sister Anns in their Bluebeard tower it seems that a second cloud of dust advancing in the distance signals the approach of still another historical repetition.

Wide World

A Little Session on the Way to Washington

From left to right: Professor Moley, James A. Farley, Governor Roosevelt, and Colonel Howe, making the best of a train journey.

On top of the Roosevelt victory, when the oracles of Pennsylvania Avenue clutched at every flying scrap of information on the habits and intentions of the President-elect, they eagerly absorbed the story of his tried and true political prompter and undercover tutelary genius, Col. Louis McHenry Howe.

"Aha!" they clacked. "Howe—House! Both Colonels, both silent, both deep, both retiring and self-effacing, and—to crown all—both President-makers! Why, it's perfectly clear that Dame History has pulled a new repeater out of an old pigeonhole. Good old History! Good old House!"

But a little later, when Prof. Raymond Moley, of Columbia University, loomed up as Mr. Roosevelt's adviser and sole companion at the war debts conference with Mr. Hoover, the Capital gossips began to twitter over the exciting possibility that Dame History was slipping a second jack of the same suit out of her stocking.

Could there possibly be two new "Colonel Houses" in one small kitchen cabinet?

Before inquiring further into the chronicles of the President-elect's intimate advisers, we quote an editorial confession on the part of the Omaha *World-Herald:*

"We would much rather be a member of a Presidential kitchen, or inner-circle, cabinet than a member of the one provided for by the Constitution.

"In the kitchen cabinet everything goes on behind the scenes. A member of that cabinet seldom sees his name or face in the papers, but the President is just as likely as not to slap him jovially on the back and call him Joe or Pete or You Old Potato.

"We don't know whether a member of the kitchen cabinet can do those things to the President, but if anybody can, we presume a member of the kitchen cabinet could.

"A member of the big Cabinet, the formal Cabinet, meets the President out in the open with everybody wearing his coat and collar and tie. The President bows and addresses him as Mr. Secretary, and they pose together for the news reels.

"That's nice in a way, no doubt, but we like the other scene better, where everybody is sitting around in his shirt-sleeves, smoking cheroots, eating peanuts, laughing and talking, and calling everybody by their first names, and really getting down to brass tacks.

"We don't say, understand, that the President himself ever sits around in his shirt-sleeves and smokes five-cent cheroots and eats peanuts. All we say is that if ever he does, it must be at a meeting of the kitchen cabinet.

"Every President, at least since Jackson, has had a kitchen cabinet and has seemed to enjoy meeting with it. There must be some reason. We think we know what it is. We think the President does sometimes sit around in his shirt-sleeves—and gets a big kick out of it, too."

FOLLOWING which comes this editorial squib:

"The way international involvements and domestic affairs are becoming more and more tangled, it looks as if Professor Moley were going to have an extremely tough four years."

And that reminds us of another editorial squib concerning Professor Moley. "Columbia students," says the Macon *Telegraph*, "say Prof. Raymond Moley is a good egg, and you can get the low-down on the prof. from that." Which leads us to a lively account of the Professor's career in the New York *Evening Post*. His chair at Columbia is that of Public Law, and he is known as a mild-mannered and humorous fact-finder, "a data demon, the master chemist of a laboratory of statistics." As a vice-president of the American Political Science Association, we are told:

"Crime was his specialty, crime, the police, and the courts. He tackled Police Commissioner Grover Whalen with a statement to the effect that the sum and substance of the Whalen activities were nothing but a more or less polite vaudeville show. The Police Commissioner went to Nicholas Murray Butler demanding the Professor's head, or at least a gag—Mr. Whalen got neither.

"He attacked the grand jury system as a 'mere rubber stamp.' He declared that President Hoover's ideas of law and order were 'childish notions.'

"A reformer? Far from it—actually Dr. Moley has never sided with Uplift; social workers and reformers tire him. 'They have no sense of humor,' says he.

"He is so built to take the attacks that often follow his somewhat startling statements. He has a poise and sense of proportion. He sees things dispassionately, somewhat cynically.

"His talk is a lackadaisical drawl. His air is one of diffidence. One suspects he isn't telling half what he knows, but he speaks convincingly. His manner of authority is completely unprofessional. He calls Police Commissioner Mulrooney a 'swell chap.'

"He has been close to Governor Roosevelt for several years, particularly since Mr. Roosevelt became Governor. He was his adviser throughout the time at Albany, and when the Presidential campaign arrived he became a still more important figure in the 'silent six' of the Roosevelt advisory cabinet. He produced the material for many of the Governor's speeches, and it

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seemed only logical—his selection as the Governor's sole adviser in the next-week conference with President Hoover on the war debts."

As described by a writer in the New York *American*, Professor Moley is "forty-six years old, stocky, with broad shoulders. Thinning, gray hair rims the trace of a bald spot." Further:

"His eyes are large, black, and hold twinkling lights; the most marked characteristic of the man.

"He sometimes wears glasses, and infrequently carries a cane. His entire attitude is one of friendliness. That is the man students see walking about on the Barnard or Columbia campus almost any day. In spite of his numerous activities, he seldom misses a class.

"He has known Governor Roosevelt for almost ten years. They met when both were interested in the same phases of crime control."

It is largely for the Professor's fact-finding accomplishments that the President-elect counts upon his cooperation in the White House after March 4. According to the *Evening Post* story we quoted just now:

"Dr. Moley at the age of forty-six is a recognized authority on government, the administration of criminal justice, judicial procedure in general, and organized crime in particular. He has conducted crime surveys for a dozen States. His investigations of court systems are numerous. He surveyed the administration of District Attorney Crain for Samuel Seabury. He was appointed last year to the State commission to investigate the administration of justice."

Colonel Howe's military title, we learn, is a complimentary one bestowed upon him last summer by Governor Laffoon, of Kentucky. "Some day not many years from now," prophesies the Macon *Telegraph*, "Louis McHenry Howe will be known as the man who made Roosevelt President. He will disclaim the title." Reading on:

"Howe alone did not make the New York Governor President; Mr. Roosevelt himself had something to do with the making.

"But his closest friend, associated with him for twenty-two years, did more to develop Mr. Roosevelt into Presidential material than any other man except Roosevelt.

"Mr. Howe knows more intimate details of the President-elect's life than any one outside his family. He will move into the White House with the Roosevelts on March 4. He already knows that Franklin, as he always calls him except when he calls him something worse, 'knows more of our history up to 1830' than any one else, but that 'this serious reading does not prevent him from enjoying a detective story.' Howe knows that his friend collects botanical specimens, stamps, and first editions of Kipling. He plays bridge and rummy, and builds yacht models to race on the Hudson. He is oblivious of his appearance, 'and if Mrs. Roosevelt did not buy him new ties he would wear the old ones until they fall to pieces.'"

Harris & Ewing

Marvin H. McIntyre

Also to be a member of the Presidential staff.

The quotations in *The Telegraph's* editorial are credited to an interview with Colonel Howe by S. J. Woolf in the New York *Times* Sunday Magazine. Mr. Woolf begins with a vivid account of his subject. We abbreviate somewhat:

"No man knows Franklin Roosevelt better, no one is closer to him than this small, self-effacing man who has devoted almost a quarter of a century to making his friend President of the United States.

"His position in the household is somewhat like an eccentric bachelor uncle. When the Roosevelt children were going away, it was he who saw to it that their tickets were bought. When Mrs. Roosevelt is puzzled about something, it is to Louis she goes for advice. But the one absorbing problem has been Franklin's future.

"He is, in his own words, 'Franklin's "no"-man.' Every evening up to the time of Mr. Roosevelt's becoming Governor of New York, Mr. Howe had a bedtime talk with him over the affairs of the day. Since Mr. Roosevelt went to Albany, Mr. Howe has been going there several days each week.

"In New York he has made few friends, seldom visited any one. When the family is out of town he eats by himself, and then goes to the Roosevelt town house and reads detective stories. If no murder has been done in the first chapter, he discards the book and takes up a new one.

"Since 1928 James Farley has figured as the political manager of Mr. Roosevelt's campaign, but Louis Howe has looked after the personal side of it. The two men have worked together as harmonious companions striving for a single goal. While Farley was touring the country and seeing politicians, Howe remained the mystery man.

"When the Democratic National Convention opened in Chicago, he took a room in the Congress Hotel with a direct wire to Albany."

Keystone-Underwood

Stephen T. Early

Slated for "Front Office Secretary."

Keystone-Underwood

Charles Michelson

Publicity director of the Democratic National Convention.

Howe first met Governor Roosevelt when the latter, then a State Senator, was leading an anti-Tammany revolt. He relates, through the interviewer:

"We became friendly and I was at once impress by his sincerity and earnestness. Almost at that first meeting I made up my mind that he was of Presidential timber, and that only an accident could prevent him from attaining that office."

Here Mr. Woolf gives us a graphic sketch of his subject:

"Hunched in a chair, his baggy clothes wrinkled, his high imported white collar glistening, Mr. Howe peered over the high piles of papers on his desk. The papers, the desk, the room itself, all dwarfed him. Dickens alone could have described him. His face is thin and seamed; his nose is large; his mouth, small in repose, spreads suddenly across his face when he smiles, and this he does often. His eyes are brown and soft, his brows bushy. His ears are large and seem to grow out of his collar. His hands are as thin as his face. They are expressive hands. Whether they grasp the telephone or hold a cigaret, they disclose the nervous energy which his quiet manner does not betray."

Colonel Howe wished to speak of no one but Franklin Roosevelt, but Mr. Woolf insisted on extorting some details of the life of Louis Howe. Hence an account of Saratoga in the days of Grant and later political giants, who made it the summer capital of the country. Howe was the son of a New York *Herald* correspondent, and stept into his father's shoes. He said:

'In those days we did not have straw votes, and before each election I used to make a tour of the State to obtain information as a basis for *The Herald's* predictions. It was in this way that

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I got to know rural politics, and gained the notion that, after all, cities do not carry the weight that many politicians believe."

It is to Colonel Howe, in this interview, that the world is indebted for the news that Franklin D. Roosevelt can not endure bananas, but he did not mention whether "Yes, We Have No Bananas" was to become a White House theme song.

THE correspondents camping on Mr. Roosevelt's trail assume that Colonel Howe's job in the White House will be that of "confidential secretary." Further, we are told by Ernest K. Lindley in the New York *Herald Tribune:*

"As a 'front office secretary,' it was learned, Mr. Roosevelt has chosen Stephen T. Early, a former Washington newspaper man, now Washington representative of the Paramount Film Company, who traveled with Mr. Roosevelt during the Vice-Presidential campaign of 1920, and has remained a close friend. Mr. Early left here last night after a two-day visit.

"Marvin H. McIntyre, who served under Mr. Roosevelt in the Navy Department, and has been with him as campaign business manager and general factotum since the national convention, is slated for a post as secretary, with duties as yet undefined. Mr. McIntyre has had both newspaper and newsreel experience.

"James A. Farley, Democratic national chairman, is slated for the Postmaster-Generalship, and as such will be in charge of the distribution of patronage. Altho they are of diverse temperaments and view-points, Mr. Farley and Colonel Howe have worked together with remarkable success."

According to J. F. Essary in the Baltimore *Sun*, Louis Howe will be the "intimate contact man between the new President and the leaders of the party." Further:

"The project for an assistant to the President—in other words, for a supersecretary in the White House set-up—is in abeyance. It has been talked about in Roosevelt circles, and such a position may be created, but without official title, and may be tendered to Professor Moley.

"The President-elect, it is said, does not relish the idea of asking Congress for another titled functionary in the executive establishment, but he is said to be eager to make a place for Moley of even more importance than that occupied now by French Strother.

"Professor Moley is not keen to give up his professorial career, all of his friends know, but he is devoted to the President-elect, and if he is sufficiently prest to go to Washington as a White House staff man, as an Assistant Secretary of the Treasury, or in any other capacity, it is a safe guess that he will go."

A *Herald Tribune* account of Mr. Roosevelt's visit to Washington for the war debts conference at the White House shows him with a group of his "kitchen cabinet," among whom is included Charles Michelson, publicity director of the Democratic National Committee.

Before taking that post, at which he caused much perturbation to the Hoover forces during the past few years, Mr. Michelson had been for many years the New York *World's* Washington correspondent.

His earlier newspaper years were spent on the San Francisco *Examiner*. One of his feats for Mr. Hearst was to take a special train into the mountains and capture a couple of murderous bandits.

"With the exception of Mr. Roosevelt and Mr. Michelson," notes *The Herald Tribune*, "none of the figures in the group was known in national politics a year ago."

THE Baltimore *Sun*, drawing attention to the fact that the Postmaster-Generalship "carries with it the job of dispensing the lesser patronage," quotes Mr. Farley as saying that patronage wouldn't be a difficulty for this Administration, as the Democratic sweep was so complete that such matters could be taken care of locally. But, "if James has his ear to the ground," says *The Sun*, he couldn't count in a day the army of "deserving faithful" lying in wait for him with "claims to the place of some nefarious Republican who is overfat from long gorging at the public trough."

What One Square Inch of Paper May Be Worth

RUMMAGING IN THE FAMILY ATTIC, a schoolboy in Georgetown, British Guiana, found an old envelop on which stuck a one-cent stamp.

He kept it for some years and then sold it to a dealer for six shillings—about $1.50.

The dealer sold it to Thomas Ridpath, of Liverpool, England, for $600.

Thus John R. Tunis in *The Elks Magazine* follows the history of one famous stamp among the many of which he writes. This one happened to be the only known specimen of the famous one-cent magenta, the third issue of the first stamp ever put out by British Guiana.

To resume the history:

Ridpath sold it to Count von Ferrain for $700, and after the World War it was sold at auction for $32,500. The purchaser was Arthur Hinds, of Utica, New York, who thus broke all records of prices paid for solitary stamps.

To-day that one-cent magenta is catalogd as worth $50,000, Mr. Tunis tells us.

The possibilities of stamps as a portable and not easily detected form of wealth, internationally negotiable, are illustrated by this romance of real life:

During the revolution in Russia a young Czarist went quietly about St. Petersburg buying up his friend's stamp collections. He managed to pick up some bargains for little money, because at that time people were not thinking about stamps.

The young Russian took the cream of these collections with the best stamps from his own, put them in envelops about his body and departed. You can carry a lot of stamp values in one envelop if they happen to be the right stamps. He worked his way to Odessa, got out as a sailor on a boat to Constantinople, and spent some time there, selling a few valuable stamps to buy his passage to this country.

Once here his stamps had become greatly increased in value, and he sold enough to put himself through college and law school. To-day that Russian is a prominent member of one of the oldest law firms in lower Manhattan.

Your collection may be valued at $5, $50, or $500, but there it is between the covers of a volume that you can carry under one arm. Many famous collections have been so carried. When the Czar of Russia was banished to Ekaterinburg, after the Revolution, about the only thing he took with him was his stamp collection, worth then somewhere around $250,000. This was split up and later sold in Paris by the present Russian Government for more than three times that sum.

NOW we are brought nearer home with this bit of comedy-drama:

Scene: the Post-office in Washington.

Time: before seven o'clock on the morning of Friday, January 1, 1932.

Altho the building has not yet been opened officially for business, lines have already formed at every window that sells stamps. When the windows are actually raised, these lines, which are growing larger every minute, stretch clean across the floor and out to the street. At eight o'clock so great is the crowd that additional windows are opened, but immediately new lines form.

At nine and again at ten others become available, but so rapidly does the mob of purchasers increase that by eleven the last window has been opened, and twenty-six long lines wind across the room.

Twenty-six windows selling stamps, when on a normal morning a few are sufficient!

For the first time that morning Uncle Sam was selling the new Bicentennial issue of George Washington stamps. Those slow-moving lines in the big post-office building could be duplicated at about the same time in the post-offices of every city throughout the United States.

They were composed of stamp collectors who were purchasing the complete set and mailing letters addrest to themselves on the opening day of the sale.

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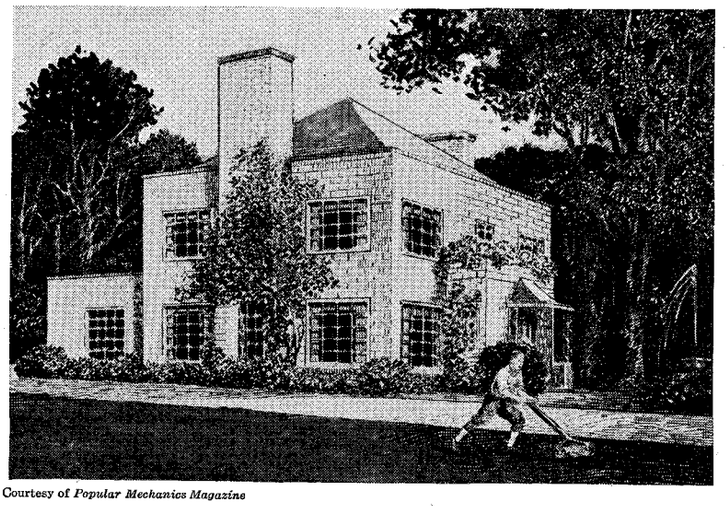
SCIENCE AND INVENTION

House Built Like a Dish

IT STANDS IN CLEVELAND, OHIO, and its dishiness resides in the fact that it is sheathed with real porcelain, like the Nanking pagoda that was smashed by the Tai Ping rebels.

People who live in glass houses might worry about stones, remarks the writer of a descriptive article in *Popular Mechanics* (Chicago), but the owner of a porcelain house has no such fear, nor most of the other things that bother the average home-owner. We read:

"To prove this, there has been erected in Cleveland the first porcelain-steel house in the world. It may become a monument to a new era in home-building, one which disproves the statement that 'it's not the first cost, it's the upkeep.'"



Courtesy of *Popular Mechanics Magazine*

Like a Pagoda—a Porcelain House

The framework of the house is of structural steel, and its main features were described in our issue of September 24, but the present writer affords additional information about the porcelain exterior:

"The outside walls and roof are covered with porcelain-steel shingles recently developed.

"The porcelain layer, baked to the steel base, is practically everlasting. It is easily kept clean, and requires no periodical refinishing. The coating covers both surfaces and edges of the shingles.

"Any color within the range of porcelain making can be produced. The pioneer house at Cleveland has walls of a shade of buff sandstone, with a three-foot green strip about the base, and green at the top, beneath the coping. The roof is in three shades of brown.

"The shingles each have about six by six inches of exposed porcelain surface. They are backed by a layer of asphalt-felt roofing, which extends upward for about nine inches. The shingles, which come in thirty-six-inch units, are attached directly to the steel-sheathed insulation layer by means of ordinary nails passing through the asphalt felt and through the holes in the metal. The asphalt felt forms an additional insulating and waterproofing layer beneath the outer-wall covering. Side-wall shingles have barbs bent so that they hook beneath the asphalt strip of the layer below. This holds the lower edges snugly against the wall. The roof shingles have no barbs.

"Tests have indicated that the porcelain-steel material will withstand any degree of heat or cold that may be encountered, and that the porcelain surface is not easily damaged. A .22-caliber-rifle bullet, fired into a shingle from a distance of ten feet, broke the enamel from a circle less than an inch in diameter, and this only where the steel base was bent inward by the force of the impact.

"By employing porcelain on all exterior surfaces, the builders believe that they have created a residence that has unusual durability. It may prove to be the pioneer 'hundred-year house' of to-morrow.

"Altho the pioneer house at Cleveland cost about $15,000, refinement of the methods of construction will lower this amount considerably. Shingles and other parts, being made in the factory, can be turned out by mass-production methods, with resulting savings.

"Originators of the porcelain shingles believe that one of the biggest fields for them is in the reconditioning of old structures. A house that shows its age and yesterday's style can have its appearance changed completely and permanently by the application of porcelain shingles directly to the weather-boarding and old roof base."

The Dream Mind Again

HOW THE MIND MAY WORK IN SLEEP is illustrated by some interesting personal experiences communicated to THE DIGEST, after reading the article quoted in our issue of October 22, by an inventor in Freeport, Illinois.

Our correspondent, Mr. Eugene Stebbings, writes that at least twice in his life he has brought to a successful conclusion problems on which he had concentrated previously without success. One of these resulted in patenting a useful mechanical device; the other in patenting an advertising and selling system. Both proved profitable. He says:

"I have never called these 'dream inventions' however. Rather they were the continuation of mental activity during sleep. The nature of this is quite different from the conventional idea of a dream.

"I recall distinctly that in my youth I often had vivid and usually fantastic dreams. As I grew older and began to use my mind more and to concentrate on things which interested me, I discontinued mere dreams and instead some portion of my mind continued its work during sleep.

"I am convinced that the reason why solutions often come during such a condition is because that particular part (or parts) of the mind best suited for making such a solution is not confused by the general functioning of the mind as when fully awake.

"Many persons during their waking hours find it difficult to concentrate and do good work when surrounded by other persons, noises, sights, etc. By isolating themselves in a quiet room they are 'able to think.' Yet even under these conditions the brain is partially occupied with other matters. The next step is partial sleep, leaving the parts of the mind necessary to complete the solution of a problem free from confusion and distraction.

"There is still another degree of brain activity. Often, after having set my mind to the solution of a problem and failing, I have put the matter aside and pursued some light matter, perhaps not bringing up the subject again for days or weeks.

"Then, very often, in a moment when my conscious mind was lightly occupied, and in a place where there was little noise, movement, or other things to distract me, the solution of the problem I had put aside would 'pop up' like a jack-in-the-box.

"There it was! Where it came from, or why it came at all at such a time, can only be explained by reasoning that under a particularly favorable mental condition my mind had worked out the problem, and under the excitement of success broke through conscious thought and shouted out the answer. Usually, at first, only the answer will come through. Often I have had to work still further to give the reasoning for it. The process seems just a jump from statement to conclusion.

"As I have grown older, somewhat past middle age, I have at times attempted to set this mental process to work deliberately, to see what would happen. I have often taken some popular idea as a subject, read up on it, thought it over from many angles and then dismissed it. Very often, in time, there will pop up what seems to be an answer or an opinion on the matter. Often these are at variance with the popular opinion on the subject, but, so far, I have discovered that an opinion so formed is eventually proven to be correct even tho for long periods it is generally contradicted.

"Some might call such a process 'clairvoyant.' I think it a process of unconscious reasoning. I have often wondered if the old-fashioned notion of 'sleeping over a matter' was not founded on good philosophy, perhaps a natural instinct."

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"I Couldn't See Him in Time"

"HE APPEARED OUT OF NOWHERE." That's what the automobile driver tells the judge after hitting a pedestrian on a dark street or country road.

The percentage of night accidents is "nearly four times greater than is warranted by the traffic alone," said the illuminating engineer of the Travelers Insurance Company, Mr. R. E. Simpson, in an address before the American Institute of Electrical Engineers. He told them:

"The reports of drivers involved in pedestrian accidents on residential streets, rural highways, and other poorly lighted roads, are monotonously alike in one detail. Almost without exception the statement is made that the driver did not see the victim until too late. The expressions commonly used are 'suddenly I saw,' or 'he appeared out of nowhere,' or occasionally, and more correctly, 'couldn't see the man in time.'

"Two closely related factors enter into nearly all night pedestrian accidents—speed and visibility. Average speed has increased nearly 50 per cent. in the last few years. Visibility at night time has not increased in a corresponding degree, however. As a result there is a marked tendency to-day to 'outdrive the headlights,' particularly when meeting traffic—that is, to drive so fast that it is impossible to stop the car or gain control of it within the distance or space corresponding to the visibility range of the headlights. The most practical and effective remedial action consists in increasing visibility either by making radical improvements in headlights or by providing adequate street lighting, or both.

"We have several hundred thousand miles of improved highway in this country. These are the main traffic arteries, and bear the brunt of travel. To provide adequate highway lighting on these highways is a tremendous undertaking, and would require several years to complete. There are in addition more than 3,000,000 miles of other highways which at the moment we can not consider as a subject for highway lighting. Travelers on these highways must rely on automobile headlights for illumination. Their safety therefore will depend on the adequacy of the illumination and the freedom from interference with the vision of others provided by such headlights.

"Thus there are two distinct fields, each requiring a distinct type of lighting, namely, fixt or highway lighting for trunk-lines, and improved headlighting for the other highways. Every analysis we have made, as well as the analyses of others, emphasizes inadequate illumination or limited visibility as the outstanding cause of automobile accidents during the hours of darkness."

The Table Deals the Cards

Photograph shows table, with top removed, being demonstrated by Laurens Hammond, Chicago electric-clock manufacturer, who invented it. Cheating is said to be impossible with the electric table, which will be exhibited soon throughout the country.

Electric Bridge Table

IT shuffles and deals cards without error, and is said to have the indorsement of bridge experts. To quote a press account:

"The invention of Laurens Hammond, Chicago electric-clock manufacturer, the new table is said to do almost everything except bid and actually play the hands.

"In appearance, the new electric bridge table looks just like any ordinary bridge table. On one side is a little drawer in which the cards are placed. When the drawer is closed the mechanism starts automatically. In front of each player is a little compartment into which thirteen cards are automatically dealt. After shuffling and dealing the cards the mechanism automatically stops, and the players are ready for the next hand. No time is lost, as a fresh hand is always awaiting the players.

"A more perfect shuffle is accomplished with the new table than by hand, according to the inventor. The machine never deals the same hand twice, and a cut of the cards, however slight, causes an entirely different deal. All kinds and varieties of hands are delivered, as in hand dealing."

Bootleg Milk

THE REPEAL OF THE Eighteenth Amendment may put a stop to the alcohol bootlegger.

But it can not interfere with the milk bootlegger.

We are confidently assured that such a person exists.

It is editorially charged by *The Journal of the American Medical Association* (Chicago) that milk, not produced and handled in accordance with local sanitary regulations, is being offered at low prices in many places, and the readers of that journal are warned that to yield to the lure of cheapness in this case is unsafe. We read:

"The importance of milk in the diet, especially for children, has been emphasized repeatedly. The milk business has become almost as important as any public utility. The economic factors involve the dairy farmer, the milk depot, and the distributing operator, who is usually pasteurizer and bottler as well. All have an interest in increasing the consumption of milk.

"Improvement in the quality, while not an expensive process, costs money. The cheapest milk, obviously, is that which is produced with the least expense and distributed at the smallest cost.

"In the old days it was customary to dip the milk out of a large can into a small can left on the doorstep. Such a dairyman does not understand the dangers that lurk in impure milk, and would not have the capital to introduce the necessary precautions for their prevention if he did understand them.

"Good clean milk must come from healthy cattle; the elimination of tuberculosis alone has required the slaughter of millions of cattle. Embattled farmers have resisted this measure because they saw only its economic significance. The introduction of pasteurization has precipitated a battle, which still rages. Economic influences and emotional reactions have confused the issue of pure milk even in the best of prosperous eras. With the coming of the depression, all subversive forces have been intensified. As a result, illegal milk is being bootlegged in some communities.

"A drive on the highways near any large city which has a good milk ordinance well enforced will soon make clear the extent to which the law is being circumvented. Signs on farm properties are numerous, offering milk and cream at about half the prevailing price in the city. The product is not supervised, and could not legally be sold in the near-by city at any price. It may be safe, but the chances are that it is not going to be safe all the time.

"Persons with reduced incomes, when offered what appears to be good milk at a reduced price, are easily persuaded that here is a legitimate saving. Others, still able to pay a fair price for a product of good quality, become afflicted with epidemic depression penury and buy at panic prices to satisfy an impulse toward saving. In either case the result is the same. Many thousands of persons are deliberately going outside the boundaries of their cities, where health department jurisdiction does not extend, and needlessly exposing themselves to milk-borne infections. The practise is not only unhealthful but, in the long run, uneconomical. It is also, quite obviously, a serious handicap to honest milk dealers trying hard to hold their industry up to high standards during difficult times."

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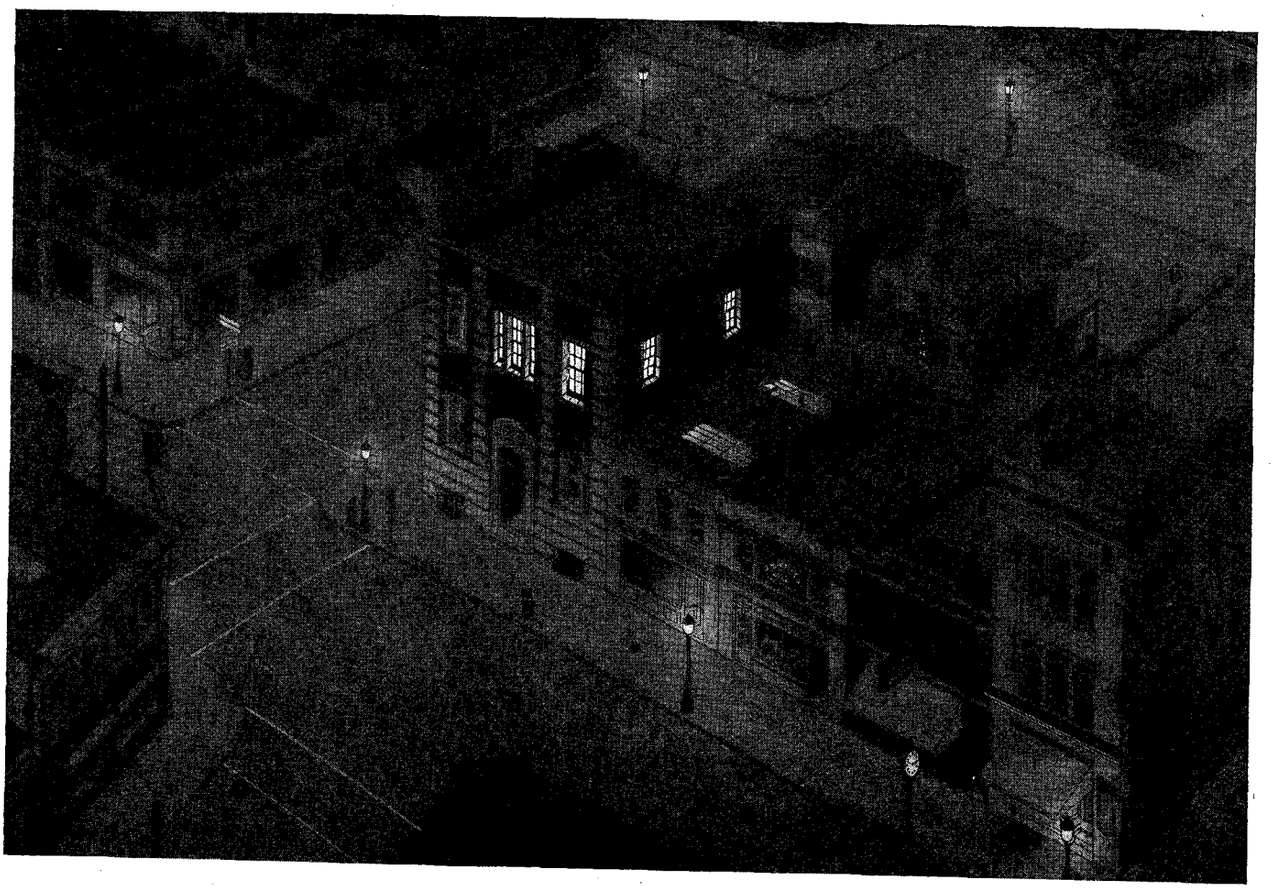
A light forever burning . . .
A voice that is never stilled



NIGHT comes on and spreads a blanket of darkness upon sleeping cities and towns. Here and there a lone policeman. In the distance a clock tolling the hour.

In the dark silence of the night, there is one light forever burning . . . one voice that is never stilled. That light is the light in the telephone exchange. That voice is the voice of your telephone. A city without telephones would be a city afraid—a city of dread.

For the telephone brings security. Its very presence gives a feeling of safety and nearness to everything and everybody. In times of stress and sudden need it has a value beyond price. In the business and social activities of a busy day it is almost indispensable.

The wonder of the telephone is not the instrument itself but the system of which it is the symbol . . . the system which links your own telephone with any one of eighteen million others in the United States and thirteen millions in other countries.

Every time you use your telephone you have at your command some part of a country-wide network of wires and equipment, and as many as you need of a great army of specialists in communication.

There are few, if any, aids to modern living that yield so much in safety, convenience and achievement as your telephone.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

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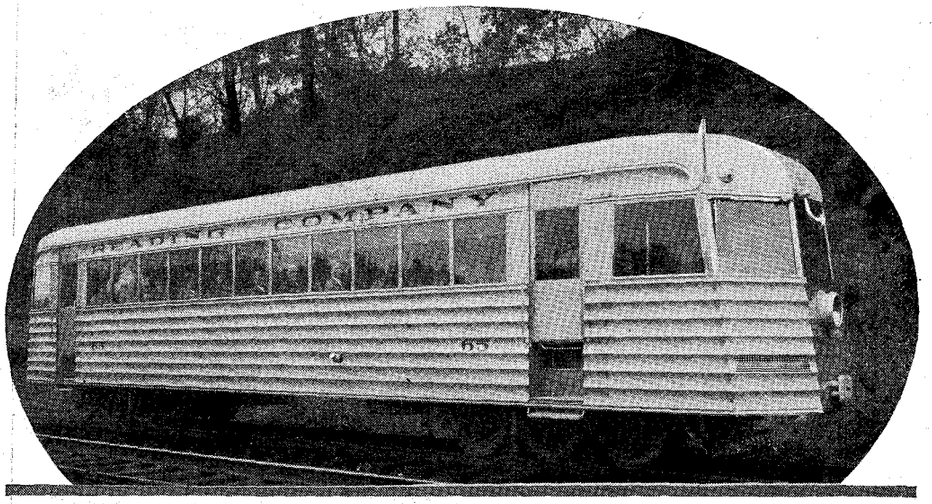
The Oyster Cure for Anemia

ANEMIA IS DUE TO DEFICIENCY of the red, vital constituent in the blood.

This element, known as hemoglobin, is rich in iron, and physicians have been giving iron for anemia for a long time.

Iron in mineral form, however, is not readily assimilated. It has been found to be better to use as foods animal and vegetable substances that contain it.

Liver has been regarded as the best of these substances, but now it has been discovered that oysters also are rich in iron. In *The American Journal of Public Health* (New York), Messrs. Levine and Remington, of the South Carolina Food Research Commission, report the results of an extensive series of experiments, in which the benefits of an oyster diet for anemic patients seems to be shown. They write:



Courtesy of *The Railway Age* (New York)

The Rubber-tired Railroad Car

"Nutritional anemia is known to be quite prevalent in children. Mackay reports that of the infants under twelve months of age, which are brought to London clinics, 45 per cent. of the breast-fed and 51 per cent. of the artificially fed were found to be anemic. The most outstanding feature of this anemia is that it lowers the resistance of the child to infections and disease.

"It has recently been reported that the oyster is unusually potent in curing the nutritional anemia developed in rats by means of a milk diet. This effect was shown to be due to the inorganic elements of the oyster and, further, that elements other than iron, copper, and manganese were not concerned. Iron and copper have long been known to be present in oysters in concentrations equaled by very few foods.

"In the above investigation, oysters from only one locality were used, and if this finding is to have practical application in establishing the status of the oyster as an important article of food, it is necessary to know what variations exist among oysters from different producing areas and at different seasons of the year. In the study here reported, samples of oysters were collected from all important producing areas on the Atlantic and Gulf coasts of the United States.

"An examination of the values for iron and copper of the oyster shows that no other commonly used food, except liver, surpasses the oyster in the amounts of iron and copper which it furnishes to the diet by an average serving.

"Samples from fourteen areas in thirteen States were fed to anemic rats. There was a definite correlation between iron content and time of recovery, while no such relationship as to copper exists. In other words, it is iron rather than copper which fixes the rate of recovery.

"The results show that the oyster is equaled or excelled only by liver in the amounts of iron and copper which it may furnish to the diet in an average serving. Oysters should, therefore, be efficacious in the treatment or prevention of those types of secondary anemia which respond to treatment with iron or iron plus copper. There is increasing support for the view that dietary deficiencies can best be corrected by proper selection of foods, rather than by the use of artificial concentrates or medicinal mixtures."

Rubber-Tired Railroad Car

THE LATEST NOVELTY in railroad passenger-cars is a light stainless-steel coach, with rubber-tired wheels, to be used on the Reading Road for branch service.

The tires are not the car's only novel features. One of its trucks carries the whole power-plant and another the motor.

Noise, vibration, and odor have been reduced to a minimum and excluded from the car body altogether, so it is claimed. Says *The Railway Age* (New York):

"Last spring the Edward G. Budd Company, of Philadelphia, designed and built a self-propelled rail-car embodying a combination of rubber-tired wheels and a body of extremely light weight for use in light branch-line service. The car-body load was carried on a trussed underframe structure with sections built up of thin high-chromium-steel sheets of stainless quality. The car was carried on two six-wheel trucks with pneumatic rubber tires developed by the Michelin Company in France especially for operation on rails.

"The first car involving the principles of this design to be built for a railroad was delivered at the end of October to the Reading Company. The body structure of the new car is of essentially the same type as that of the earlier one. Its total weight is 8,200 pounds, of which 3,700 are stainless steel.

"The truck frames are of stainless-steel trussed structure. One of these trucks is designed to carry the entire power plant. In the driving truck the motor is mounted in the bolster under the center plate with its axis longitudinal.

"The engine sets low in the power truck, and a slight elevation of the floor of the vestibule is required for clearance. The power plant is rendered accessible for maintenance purposes by lifting the front end of the car and rolling the truck out. By this method of engine mounting, engine noise, vibration, and odor have been kept out of the car body and the center of gravity kept low.

"The wheels are of removable disk type, to accommodate pneumatic tires. The insulation of the car from the tracks effected by the rubber tires requires special equipment for the purpose of signal operation, consisting of four pairs of rocking brushes supported between the wheels on the trucks and energized by an auxiliary current."

Five Times as Powerful as Morphin, but Harmless

A NEW pain-relieving drug which is about five times as potent as morphin, without the latter's habit-forming quality, was described by Dr. Walter C. Alvarez of the Mayo Clinic at Rochester, Minnesota, recently.

To quote a mail report of Science Service (Washington):

"The new drug is Di-hydro-morphinone hydrochlorid. It was developed in Germany in 1926 by the Knoll laboratories, but it is only now being brought to the attention of physicians in this country. It is particularly useful for cases of cancer that can not be operated on. It gives more relief from pain than morphin and prolongs the useful life of the patient, who can be up and working while taking this drug. Of course, it is not a 'cure,' but it does help the patient by relieving the pain and other symptoms of the last stages of the disease. Dr. Alvarez also suggested that it might be used in treating morphin addiction. 'Occasionally it may be helpful in the treatment of morphinism through its power to relieve distress while the patient is getting a grip on himself,' he said.

"The drug does not seem to be dangerous, does not produce the pleasurable sensations of morphin and, consequently, is not habit-forming. In a few persons it has some of morphin's nauseating effect, but to compensate for this it has none of the troublesome effect on the intestines. The new analgesic is made from morphin hydrochlorid with the help of a catalytic agent which causes it to combine with water."

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"I'd like to run an elevator!"

YOU'RE sure that one day he'll be President. He's just as sure, in his six-year-old way, that he is going to be an engineer or a fireman or an elevator operator. Likely you'll both compromise and you'll be proud of him no matter what he does.

He really wouldn't be interested in the modern* elevator if he knew that it does most of the thinking for itself. Take, for instance, this Otis signal-control model shown here. Its doors open and close automatically. It levels itself at the various floors. It responds to floor signals of its own accord. Once set upon its way, it stops automatically at the landings where passengers want to get on or off. Not much fun for the boy who likes to make the wheels go round, but a daily, hourly convenience to millions of people.

While the engineers of Otis Elevator Company have been designing elevator improvements, they have kept in mind all the elevators already in use. They have adapted almost every recent elevator improvement to the older models. And, under the Otis Modernization Plan, these antiquated elevators can often be made modern and good as new at a low cost.

If the elevators in the building where you live or work are not in the best of condition, if they do not look right and give the best in service, mention it to the building owner. Let him know that you have heard of the Otis Modernization Plan and feel sure it would pay him to take advantage of it. He can get full particulars without cost or obligation at his local Otis office.

A modern elevator is not necessarily new. It can be an old one made modern through the Otis Modernization Plan.

OTIS ELEVATOR COMPANY

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Winter Tides of Travel by Land, Sea, and Air

"ALL ABOARD!"

This warning cry sets in motion the tides of winter travelers moving into all parts of the world, whether by train, ship, motor, or airplane.

Courtesy Panama Pacific Line

Pirate Morgan Crossed This Bridge

To all the accommodations of speed and luxury, as well as safety, which winter tourists have long had at their disposal, now are added 30,000 miles of airways whose giant air-liners afford them sumptuous comfort and a swiftness of voyaging hitherto undreamed of.

Confidently and with high expectation the winter adventurers set forth in quest of rest and recreation.

That surest of all stimulants for the tired mind, change of scene—with its spur of new interests and activities outside habitual routine—comes to them as by the wave of a magician's wand.

That escape from the humdrum course of daily plodding reinvigorates their energy, refreshes their soul, provides them with snap and zest for the return to duties of everyday life at the end of a winter holiday.

And knowing that such a boon is to be theirs, they harken more readily to the compelling call of "ALL ABOARD!"

Tropic Sea Cruises

Over the magic carpet we may be whisked away from Manhattan's icy blasts to the balmy luxury of southern seas. It's like an Arabian Nights' tale, yet it is reality. For a day or so south of the Statue of Liberty we may look out upon coral shores lined with oleanders and palms.

"In the winter months the glorious vegetation appears at its best," says Ober in his excellent "Guide to the West Indies"; "in fact, tropical nature is then wreathed in smiles and ready with a welcome."

And besides the smiles of nature there is the drama of discoverers, pirates, buccaneers, and conquerors who have shed the halo of romance over this corner of the globe.

So it is little wonder that the West Indies' vogue is ascendent. Sixty special cruises, besides the regular sailings, are included in this season's offerings. Some of the biggest and fastest transatlantic liners will turn their prows toward the Caribbean.

They offer trips meeting wide ranges of time and purse demands.

Let us then peep into the treasure chests of these regions and see what gold may be uncovered.

IN THE BERMUDAS

From the North River Pier to Hamilton is an amazing transition from drab to color. For the little sea-girt realm of

SHORT FLASHES ON WINTER TRAVEL LANDS

Where can we go and what are the inducements? How long does it take and what is the cost? Here are some brief hints for ready reference, elaborated in following pages. Fares and time, dependent upon personal preferences, are given only as general guides.

To Florida and the South

For a winter vacation The Old South, the sunny shores and interior of Florida and the Gulf Coast Riviera, provide refuge from Northern cold at diverse mid-winter playgrounds.

Taking a few points at random the round-trip rail rates from New York are: Asheville, N. C., $45.46; Aiken, S. C., $50.36; Augusta, Ga., $50.96; Jacksonville, Fla., $65.81; New Orleans, La., $87.06. Also reduced 18-day rates. By rail Jacksonville is 27½ hours and New Orleans is 36½ hours from New York. For details consult Seaboard Air Line Ry.; Atlantic Coast Line; Southern Railway; Florida East Coast Ry.; Illinois Central System; Louisville & Nashville R. R.; Mobile & Ohio R. R. Also coastwise lines listed on opposite page.

Seeing the Southwest

For health, or pleasure, winter trips to the Southwest include cliff dwellings, Spanish Missions, "sunshine cities" such as San Antonio, El Paso, Tucson, Phoenix, Santa Fé, Albuquerque. Also Apache Trail, Carlsbad Caverns, Grand Canyon, Indian Pueblos.

Round trip rail rates are: From New York to San Antonio, Texas, $116.41; to El Paso, Texas, $143.16; Tucson, Ariz., $165.78; Phoenix, Ariz., $174.50; Santa Fé, N. M., $134.66; Albuquerque, N. M., $137.71; Grand Canyon, Ariz., $174.50. Literature is obtainable from: Southern Pacific Lines; Rock Island Lines; Santa Fé System; San Antonio municipal Inf. Bureau; El Paso Chamber of Commerce; Tucson Sunshine-Climate Club; Phoenix-Arizona Club; Albuquerque Civic Council.

Toward Summer in South America

Owing to reversal of the seasons, winter tourists to South America journey into summer. The South American trip is one of the travel superlatives, with its scenery, cities and varied peoples. Peru and return about 3 weeks, $245.00; Chile about 38 days, $425.00; Boston to British Guiana, 28 days, $340.00; Rio de Janeiro, 5 weeks, $550.00, and the round-South-America tour, 40 days at $665.00.

For full information consult the Grace Line; Munson Line; Furness Prince Line and Canadian National Steamships in New York. Also the Pan-American-Grace Airways and leading tourist agencies listed under "Why not Europe?" on opposite column.

A Trip to California

A trip to California takes us, if by rail, through scenic wonders and historic places of the West, and if by water, via Panama. The destination is a land of romance and charm, its winter climate a continuous delight. The round-trip winter rail rate, from New York, is $201.14.

All items of costs and time are obtainable from: The All Year Club of Southern California, Los Angeles; Californians, Inc., San Francisco; Southern Pacific Lines; Rock Island Lines; Santa Fé System; Union Pacific System; Denver Rio Grande Western R. R.; Burlington Route; Northern Pacific Ry.; Great Northern Ry.; Canadian National Rys.; and Canadian Pacific Ry. Water lines are listed on page opposite.

Why Not Europe?

A winter trip to Europe gives rest, diversion, educational benefit at low cost. All travel rates abroad are down, and in addition, owing to exchange, the United States dollar buys more than in many years.

Information provided by: The American Express Co.; Frank C. Clark; Thomas Cook & Son; Frank Tourist Co.; Raymond & Whitcomb Co.; Great Western Railway of England; London & North Eastern Ry.; London, Midland & Scottish Ry.; The Travel & Industrial Ass'n of Gt. Britain & Ireland; Official French Government Tourist Office; Official Information Bureau of Switzerland; German Tourist Information Bureau; Italian Tourist Information Office; Spanish Transatlantic Line and other steamship lines listed on opposite page—all in New York.

Hawaii—the Unusual

Hawaii in winter! Invigorating ocean voyage; balmy climate ashore; tropic fruits and vegetation; amazing handiwork of nature; romance and tradition; out-of-door recreation; thrills of the unusual—these and other qualities make Hawaii a winter objective of rare charm.

The minimum time for a trip to Hawaii from The Mainland or British Columbia is about 18 days, and total cost about $275.00. For itineraries and all other detailed information the Hawaii Tourist Bureau in Honolulu, or the New York offices of the Matson-Lassco Line; Dollar Steamship Lines; Canadian Pacific Steamships and Nippon Yusen Kaisha Line should be consulted.

South Seas Adventures

Here's romance! Accessible at reasonable cost are the South Sea Islands (with stops at Hawaii en route) Samoa, Fiji, Tahiti, Tonga, etc., and beyond them New Zealand whose scenery is world-famous, and Australia, the continent of unusual wonders. And it is summer now in the antipodes.

Full travel data is obtainable from the New Zealand Government Publicity Office, Wellington, N. Z., and Australian National Travel Association, San Francisco, and from the New York offices of Matson-Oceanic Line; Canadian Australasian Line (Canadian Pacific Steamships); also from the San Francisco office of the Union Steamship Co. of New Zealand and Pacific Tours, Ltd., San Francisco. For time and rates see "Sailing the Pacific" on the opposite page.

Call of the Orient

The Orient offers entertaining experiences for the winter traveler. Japan is a land of shrines and temples, shops filled with the handiwork of her craftsmen, gardens of our dreams and colorful scenery, while age-old China, presents the unusual. Attractive trips, including the Philippines, originate from New York, San Francisco, Seattle, and Vancouver.

Those interested in travel to the Orient may obtain all information from the New York offices of the Japan Tourist Bureau; Dollar Steamship Lines; N. Y. K. Lines; Canadian Pacific Steamships and the Philippine Tourist Association at Manila. For time and costs see under "Sailing the Pacific," on opposite page.

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Britain, known as Bermuda, reminds us of a bright pastel.

White houses gleam from among oleanders and cedars. Green hillsides slope to pink beaches fringed by opalescent water, crystal clear, breaking offshore in snowy spray against coral reefs. Bermuda is clean and peaceful. No smoke defiles the air; no motor-cars roar, no locomotives shriek. Carriages and cycles glide about noiselessly; even the new electric railway, with its white cars, seems to fit into the picture. Besides rest there is play. Swimming, sailing, golfing, cycling are among the recreations.

SEEING NASSAU

We now turn toward the West Indies, and enter a region of explorers, pirates and bits of transplanted Europe. The Bahamas, with some three thousand islands and islets, welcome us to Nassau, the tourist center. Here one may golf, swim or sail in a climate of perpetual June.

CUBA, OLD AND NEW

From British Nassau the ocean leads on to the Spanish atmosphere of Cuba.

"A bit of ancient Spain transplanted bodily to the New World and endowed with a climate, with fruits and flowers such as Europe has never known," is the word picture painted by George Allan England.

Here, too, is a place to dispel gloom. For whatever our tastes, light or serious, Havana is entertaining.

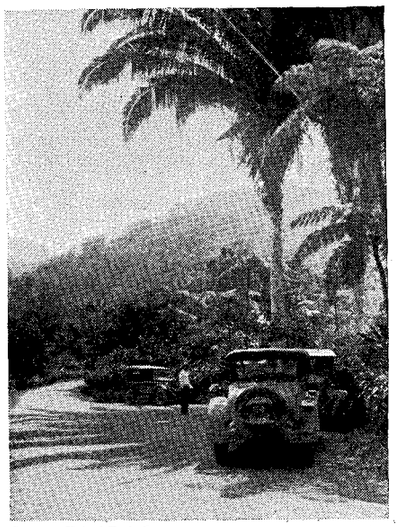
Whether we wander under the bright lights of the fashionable Prado, motor over Malecon Ocean Drive, listen to outdoor concerts in Central Park, see the races at Oriental Park, or take a whirl at the Casino de la Playa, there are no dull moments. Then there may be a swim at Playa Beach, a round of golf at the Country Club or a browse around the Havana of old.

Beyond are tempting excursions. Last year the Cuban Government completed its $100,000,000 trunk highway, over which we may motor to Matanzas with its beautiful Yumuri Valley, Caves of Bellamar, and Hermitage of Monserrate.

Beyond here the road continues through tropical scenery. En route is Cardenas with its Varadero Beach; Santa Clara; picturesque Camaguey; Bayamo of historic interest, and finally Santiago, in the mountains of Oriente Province, rich in interest to Americans. For here were enacted dramatic episodes of the Spanish-American War. We see Santiago Harbor where the Spanish Fleet was captured by American battle-ships, and San Juan Hill of victorious memories.

JAMAICAN SCENES, MEMORIES

With a last glimpse of the flag of Cuba flying from Morro Castle, the Caribbean bears us toward the blue peak which marks Jamaica. Kingston ushers us into a land of tropical beauty, over which hover memories of Drake, Rodney, and



Courtesy United Fruit Company

Heart of the Tropics in Jamaica

Nelson, and also of the famous freebooters of the Spanish Main who held sway at Port Royal. Excellent highways lead us

WINTER SELECTIONS FOR OCEAN VOYAGES

For lovers of the sea the steamship lines offer a winter repertoire of variety. In the table below are listed some of the opportunities, including cruises short or long and regular services. Rates and times vary. Those given are approximate averages.

Coastwise by Sea

To ports of the old South, to Florida, New Orleans, Galveston, and Tampico (for Mexico), the selection includes:

New York to Norfolk (Eastern Steamship Lines), afternoon and night at sea, minimum round trip, $24.00; New York to Savannah (Savannah Line), 3 days each way, $46.00 round trip, also from Boston; New York to Charleston (Clyde Line), 2 days each way, round trip, $48.00; New York to Jacksonville (Clyde Line), 3 days each way, round trip, $63.00; New York to Miami (Clyde Line), 3 days each way, round trip, $85.00; New York to New Orleans (Southern Pacific Steamship Line), 6 days each way $75.00 round trip; New York to Galveston (Mallory Line), about 6 days each way, $110.00 round trip. All expense trip, New York to Mexico, 13-20 days, $180.00 (Ward Line).

To the Bermudas

Bermuda offers the winter vacationist a quick way to run away from winter's cold. These subtropic isles are only about forty-eight hours from New York—two nights and parts of two days on the ocean. If need be you can make the Bermuda trip in a week's time. Minimum round trip rates range from about $70.00 upward.

Regular service is provided by the Furness Bermuda Line. Its 23,000-ton turbo electric liner *Monarch of Bermuda* is to be augmented this winter by a new sister-ship *Queen of Bermuda*. Sailings are also made by Munson Line and from Canada, by Canadian National Steamships, while a host of West Indies cruise ships include calls at Bermuda.

West Indies and Beyond

About sixty winter cruises, time 12 to 24 days, rates, $150.00-$200.00 up by Canadian National Steamships; Canadian Pacific Steamships; Cunard Line; French Line; Hamburg-American Line; Holland-America Line; Italian Line; North German Lloyd; Red Star Line; Swedish American Line; United Fruit Co.; United States Lines; White Star Line.

Regular sailings and round trip rates: New York to Nassau (Munson Line), 60 hours, $110.00; New York to Havana (Ward Line; United Fruit Co.), 3 days, about $100.00; New York to Kingston (United Fruit Co.), 5 days, $130.00; New York to Porto Rico (Porto Rican Line), 11 day all-expense cruise, $140.00. Haitian Cruises (Colombian Line) 12 days, $110.00. South American tours by Grace Line; Munson Line; Furness Prince Line; Canadian National Steamships.

Coast to Coast by Water

Low expense trips on fast, modern steamships between New York and California including, on some of the lines, calls at Havana, Central America, and Mexican ports. New service by Grace Line extends these from New York to Seattle and Victoria. The minimum sailing time between New York and California is about 14 days.

Rates are: First Class about $225.00, round trip about $330.00; Tourist Class about $180.00, round trip about $220.00; one way by water return by rail (First Class on steamship), $325.00. Complete information is obtainable from the New York offices of the Dollar Steamship Lines; Grace Line; Panama Pacific Line and the United Fruit Company.

Transatlantic Voyages

Consider the low rates to Europe. Round trips in cabin class average about $330.00 Tourist class, round trips, are offered at less than $200.00. A Mediterranean cruise costs only around $500.00. Minimum time for a trip to England, France, Germany or Italy about three weeks.

Consult tourist agencies and steamship lines including: American Export Line; American Merchant Line; Atlantic Transport Line; Cunard Line; Canadian Pacific Steamships; French Line; Hamburg-American Line; Holland-America Line; Italian Line; North German Lloyd; Norwegian America Line; Red Star Line; Scandinavian American Line; Spanish Transatlantic Line; Swedish-American Line; United States Lines; White Star Line.

Round-the-World Cruises

A choice of these supreme travel experiences is available this winter at rates far below those of previous years. The first world cruise left New York December 3 by Canadian Pacific Steamship *Empress of Britain*. The remaining tours are:

S.S. *Resolute* (Hamburg-American Line), sails January 7, 132 days; S.S. *Carinthia* (Cunard Line), sails January 7, 139 days; S.S. *Augustus* (Italian Line), sails January 14, 126 days; S.S. *Stella Polaris* (Charter Raymond & Whitcomb Co.), sails January 14 westward to Monaco where cruise terminates, 100 days; *President Johnson* (Dollar Line Charter Jas. Boring) sails Feb. 4, 137 days. *President* Liners of Dollar Steamship Lines sail fortnightly, time optional. Rates range $1,250 to $2,250.

Mediterranean Cruises

Among delightful opportunities for winter voyages these cruises, never before so inexpensive, make it possible to see the colorful cities of northern Africa; Egypt; the Holy Land; the cities and scenery of the French and Italian Rivieras; famous Monaco; Gibraltar and a glimpse of Spain. Rates from New York range from $365.00 to $575.00.

Cruises include: S. S. *Conte Grande* (Italian Line), 32 days; S. S. *Empress of Australia* (Canadian Pacific Steamships), 63 days; S. S. *Columbus* (North German Lloyd), 36 days; S. S. *De Grasse* (French Line), 36 days; S.S. *Statendam* (Holland-America Line), 56 days; S.S. *Roma* (Italian Line), 38 days; S.S. *De Grasse* (French Line), March 15—(Return from Marseilles by rail to Havre thence New York by S.S. *Champlain*). Regular sailings by Italian Line; Dollar Steamship Lines, etc.

Sailing the Pacific

From California or British Columbia a variety of Pacific voyages are offered. Here are some with round trip rates:

California to Hawaii, 18 days, $275; California to New Zealand, 46 days, $636; to Australia, 46 days, $767.85 (both inclusive); California to Japan about five weeks, first class average about $575; to China 10 days longer and $30.00 more than to Japan; Round-the-Pacific Cruise, time depending upon routes, about $900.00; New York-South Seas-Orient Cruise, sails on new S.S. *Lurline* (Matson Line), New York, January 12, San Francisco, January 27, Los Angeles, January 28, occupying 3½ months, minimum rate $1,585. For full particulars on Pacific voyages ask lines listed in opposite columns under "Hawaii"; "The Orient"; "South Seas." See also "Round-the-World Cruises."

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to mountain scenery and to the other tourist centers on the coast, including Montego Bay and Port Antonio.

Besides motoring, there is deep-sea fishing, golfing, tennis, mountain climbing and other outdoor recreation.

ASHORE IN HAITI—DOMINICA

Leaving Jamaica astern, a hundred-mile voyage brings us to the most unusual island of the West Indies. The western portion is occupied by the Haitian Republic; the eastern part by the Dominican Republic. In the former, tourist high lights include visits from Cape Haitien to Sans Souci, "The Black King's Castle," and from Port au Prince to the Citadel of La Ferriere, that marvelous fortress 3,000 feet above the sea, built by King Christophe. This winter a new service from New York to Haiti begins with sailings of the new Colombian Line turbine steamships offering 11½-day all-expense cruises to Haiti and Jamaica, and 17½-day cruises to Haiti, Jamaica, Colombia, and Panama. Santo Domingo is the gateway to Dominica, land of Columbus. Its ancient Cathedral, with Columbus's Mausoleum, Homenage or Columbus Tower, and colorful historical associations will richly reward the visitor.

SPAIN AND UNITED STATES

From Santo Domingo a short trip brings us within sight of the Stars and Stripes flying over the ancient Spanish city of San Juan, capital of Puerto Rico. Ashore is vivid contrast between old and new, and Spanish military roads take us into a land of varied attractions.

ALONG ANTILLES NECKLACE

The West Indies' popularity has brought into the realization of thousands of travelers the rare diversity of tourist interest in the Lesser Antilles. These islands extend in a chain from Puerto Rico to South America. They are outposts of several governments, and each has individuality.

Americans are beginning to discover and enjoy the year-round climatic and scenic charms of their own Virgin Islands—St. Thomas, St. Croix, and St. John, usually approached from the port of St. Thomas. Sixteen-day-all-expense tours (Furness-Bermuda Line), $155.00.

Beyond the Virgins follow more beads in the island necklace—St. Kitts, with its historic Brimstone Hall; Nevis, where Alexander Hamilton was born; Antigua, with Nelson's ancient dockyard; Montserrat, of mountain wonder; Guadeloupe and its volcano, Sourfrière; Dominica, of scenic interest; Martinique, the birthplace of Empress Josephine; Santa Lucia, with mountain drives; Barbados, a miniature England; St. Vincent and its botanical gardens; Grenada of beach fame; Tobago and its historic fort; Trinidad with its pitch lake; Curaçao, a pocket edition of Holland.

Travel information on Bermuda and the West Indies is to be had from the steamship lines listed in the table of suggestions on preceding pages.

PANAMA AND BEYOND

Beyond the West Indies, we cross the Caribbean to other lands. Colombia and Central America are included in most West Indies itineraries; and neighbor of Central America, there is Mexico.

The Canal Zone is a focal point for all. From Cristóbal, Caribbean entrance to the Panama Canal, or from Balboa, Pacific gateway, we may visit strategic points along this $375,000,000 engineering triumph. The full impress of its greatness is had, however, when our ship sails through the length of its locks, lakes, and cuts.

Beyond the Canal Zone the Republic of Panama has rewards for the traveler.

"There are," says Herbert H. Hilscher, writing in *Western Advertising*, "innumerable fascinating trips radiating from the Canal. In less than half an hour's time by plane you can stand on the ground where Columbus first set foot on the North American continent. At Puerto Bello stands the old Spanish fortress with the original cannons bearing the crest of Spain."

Courtesy Grace Line

Lima's Majestic Cathedral

With solid silver altar, ivory carvings, remains of Pizarro and masterpieces including a Murillo.

We go to Puerto Bello from Colon, Panama's Atlantic port. From Balboa Panama City is visited. In Old Panama we pause before ruins of the ancient Cathedral and Church of San Domingo. The Morgan Bridge brings that freebooter to mind. Then in the city of to-day are the Cathedral of the Golden Altar, the National Theater, Presidential Palace, and National Institute.

The Panama Canal is also the axis for voyages to both coasts of other Central American countries, and, in the opposite direction, to Colombian ports and the West Coast of South America.

Skirting the Caribbean shore of Costa Rica, we reach Port Limon, the eastern approach to San José, the capital, by rail trip through mountain grandeur.

Beyond Cape Gracias a Dios we are off the coast of Honduras, and, farther on, Puerto Barrios brings us to Guatemala with a rail ride to Guatemala City, its capital.

On the Pacific coast of these countries or Mexico, Puntarenas is the western rail approach to San José. Corinto is the chief Pacific port of Nicaragua, offering a rail trip to Managua, the capital. La Libertad is a gateway by motor road to San Salvador and Acajutla, beginning of the scenic rail route to the same city. From San José de Guatemala we may take a jungle and mountain trip to Guatemala City, and at Mazatlan we find ourselves in one of Mexico's chief Pacific ports.

Cruises and regular steamer service eastward from Panama include ports of Colombia. Cartagena, her history rivaling a vivid romance, is one of these. Puerto Colombia offers a rail ride to Barranquilla on the Magdalena River, whence we may take an airplane to Bogotá, the capital, high among mountains. At Santa Marta the historic home of Bolivar is visited.

Abroad in Mexico

"Of all that extensive empire which once acknowledged the authority of Spain in the New World, no portion, for interest and importance, can be compared with Mexico, and this equally, whether we consider its climate; its scenery, grand and picturesque beyond example; the character of its ancient inhabitants, reminding us, by their monuments, of the primitive civilization of Egypt and Hindustan; or, lastly, the peculiar circumstances of its conquest, adventurous and romantic as any legend devised by Norman or Italian bard of chivalry," wrote William H. Prescott.

Thus in Mexico we find, as one traveler expresses it, "a New World, and only the distance of the narrow Rio Grande River away from Texas."

In less than three weeks from New York one may visit this fascinating land by steamship to Tampico on the Gulf, or to Mazatlan, on the Pacific. Rail approaches include: Brownsville, Texas, by Gulf Coast Lines; Laredo, Texas, by Missouri Pacific System; El Paso, Texas, by Rock Island and Southern Pacific Systems and the Texas and Pacific Railway; Nogales, Arizona, by Southern Pacific Railway.

South America

Among winter travelers there is a penchant for South America. North Americans, lamentably ignorant of their sister continent, are beginning to "discover" the wonders and thrills of a trip south of the equator. This rising tide of travel is stimulated by introduction of fast, sumptuous liners, coordinated air services, and low rates.

For instance, a cruise from New York to and across the Caribbean, through the Panama Canal and along the coasts of Colombia, Ecuador, and Peru to Lima and return, can be made in 23 days at a cost of only $245. The entire west-coast trip to Valparaiso and return requires only 38 days, the fare being $425. (Grace Line).

On the east coast there is the round-trip voyage from New York to Rio de Janeiro, occupying about five weeks, for about $550. (Munson Line; Furness-Prince Line).

The famed round-South-America tour from New York, including Panama one way, may be made in about 40 days at a minimum cost of $665. (Grace Line; Munson Line; Furness-Prince Line).

Air travel is also well developed. The Pan-American Airway System, its northern termini at Miami, Florida, and Brownsville, Texas, provides air routes, via the West Indies or Mexico and Central America, to west and east coast cities, and also a cross-continent link between Santiago and Buenos Aires.

But what of the continent itself?

In South America are spread before us reminders of Inca civilization, of prehistoric races, of Spanish conquest; colorful races; the snow-crowned monarchs of the Andean Cordillera; Titicaca, a fresh-water sea in the skies; the idyllic Chilean and Argentine lakes; the mighty cataract of Iguassu; cities age-old and resplendently modern; trade opportunities for those commercially minded.

We take a few glimpses then along popular travel routes, beginning with the west coast.

The first "tourist port" after leaving Panama is Lima, "City of the Kings," its harbor Callao. In its ancient Cathedral we may gaze upon the mummy of Francisco

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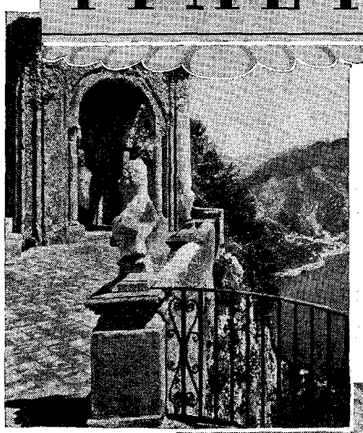

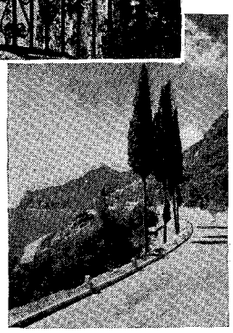

A terrace above the Amalfi Coast

•

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Pizarro, and elsewhere as Michener in his "Heirs of the Incas" writes, catch "glimpses of old colonial mansions wearing the air of cloaked viceroys, cloistered walls exuding the monastic chill of the Middle Ages, and long vistas of Moorish balconies still retaining the impression of romantic charms."

The steamship continues to Mollendo, where mountain trips will reward the traveler; for, as John Barrett writes, if "he has time to make the railroad ascent to the plateaus of Ecuador, Peru, and Bolivia, he will pass over the highest points reached by any railroad in the world, with correspondingly magnificent vistas."

The first halt will be at Arequipa.

"Lying at an altitude of 7,550 feet the city possesses a delightful climate," says the Pan-American Union, "and offers a healthful resting place for the trip from the coast to the highlands and Bolivia. On Mount Misti, near Arequipa, is located the Harvard Observatory.

"Following in interest is Cuzco, two days' ride by rail northward from the Junction of Juliaca. Cuzco is famous as the capital of the Incas, and many of the ruins of that and even of an earlier civilization are still intact and almost as firm as when they were constructed in the forgotten past."

In the opposite direction from Juliaca the train brings us to the shores of Lake Titicaca and a steamer trip over its romantic waters.

As a writer in the *New York Times Magazine* says:

"The scenery on the lake is majestic. Bordering it are seventy-five miles of snow-capped peaks. To the right, towering 21,300 feet above sea-level and 9,000 feet higher than the lake, is the Sorata Mountain, one of the monarchs of the Andes."

At the end of the steamer trip the railway is resumed to the colorful city of La Paz, whence there is a choice of routes back to the coast, or across the continent.

If we resume the west coast trip southward, its destination is Valparaiso, "largest seaport on the west coast of the American continent south of San Francisco," to quote again the Pan-American Union. "The city itself is built on the foreshore and on nineteen hills, varying from 300 to 1,100 feet in height."

From Valparaiso we should, of course, go inland to Santiago, lying between Coast Range and Andes.

"Santiago boasts of a climate unequaled in any part of the world, the average temperature of the year being about 60 degrees. Long avenues stretch through the city, the most prominent being the Avenida de las Delicias, a splendid boulevard with an average width of about 325 feet, traversing the city for a distance of over three miles and lined by some of the finest residences and modern business houses."

From Santiago east-coast cities tempt us. We may go directly across the Andes to Argentina by the marvelous Trans-Andean rail trip, service over which has been resumed, or by thrilling air trip over the Andean summits. From December to March (summer in Chile) a delightful alternative is the Chilean lakes trip from Santiago by rail to Osorno, thence by motor-cars and lake boats to Bariloche, thence by through train to Buenos Aires.

"Buenos Aires," as a writer in *Travel Trade* says, "is the most sophisticated, Parisian and elegant of South American cities. Palermo Park has few equals. The Race Course is superb. The Opera House equals that in Paris, and as for the Jockey Club, there is little comparison with this club so far as the luxury and magnificence go.

"From Buenos Aires the traveler will either take the new airplane service and fly to Montevideo in an hour and fifteen minutes, or go by river boat overnight. Splendid beaches and hotels are to be found there.

"Northbound to Santos, the coffee port. Well worth a few days' stay. Then São Paulo, called the 'Chicago of South America' for its progressive, productive business methods and brilliant advancement. This is a great city, rich, aggressive, and quite North American.

"Rio now! The great verdure-clad mountains—Tijuca, the Humpback, the Two Brothers, and Sugar Loaf, with its aerial car—all these are silhouetted against a sky of azure and mirrored in the waters of Botafogo. The tropical nights in Rio, with all the lovely flower odors and the cool breezes from the ocean, and the twinkling thousands of tiny lights which edge all the great driveway bordering the Bay, and the streaming moonlight on the dark blue waters, make Rio the incomparable."

From Rio we turn northward for home, the Colombian ports being most conveniently reached by Caribbean Cruises or regular routes described elsewhere.

Winter in Dixie

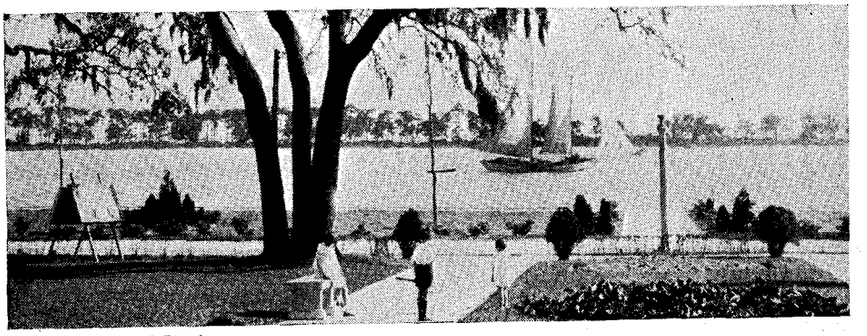
The Magic Carpet whirls us over land as well as sea. In the form of a comfortable Pullman it takes us quickly to Indian summer and midsummer climate. The urge of The South is not easy to resist.

Probably we shall sight-see at Washington and then enter Dixie.

Beyond Potomac waters rise the hills of Virginia, "The Beckoning Land of the South." As ex-Governor Harry Flood Byrd says:

"Whoever you are and whatever your interests may be, Virginia has treasures, historical, scenic, recreational and economic, to unlock for your benefit and at your behest, which will quicken your pulse, intensify your patriotism, and thrill your soul."

And these treasures are interwoven with every region of the Old Commonwealth, whether Tidewater bay or river; pastoral Piedmont; Blue Ridge summit, and gap; Shenandoah Valley, or Allegheny uplift. The first stirring of your soul will be that experienced when you ascend Arlington's immortal heights. There you will mingle with pilgrims from all parts of our land paying homage to the dead of our wars. Looking out toward the tall shaft of the Washington Monument and the Capitol's Dome is the tomb of the Unknown Soldier



Photograph by Anthony V. Ragusin

Biloxi Reflects the Charm of the Gulf Coast Riviera

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and mansion of the great Lee with its absorbing memories. Before its huge columns sleeps L'Enfant, whose genius planned our capital city. Profoundly impressed, you descend the hill to continue beyond.

From Arlington it is a few moments' drive to that inviting approach to Virginia and beyond, the new Mount Vernon Memorial Parkway, which carries the traveler to Alexandria, city of memories, and to Mount Vernon, home and burial place of George Washington.

From this shrine State highways lead on to Fredericksburg and the Northern Neck, land of Washington's boyhood. Here at the Wakefield National Monument near the Potomac's shores is his restored birthplace, sought by 50,000 visitors during the past year.

Various routes extend southward to other shrines of early history. On the peninsula between the York and James rivers we may visit the recently dedicated Colonial National Monument, which, says the National Park Service, "includes three important areas in colonial history. The first is Jamestown, first permanent English settlement in what is now the United States. The second is Williamsburg, an interesting old city where transpired many events of great import in the days when Virginia was a colony. Third of the areas is Yorktown Battlefield, where the Continental Army defeated the British forces under Lord Cornwallis."

A little beyond Jamestown sparkle the waters of Hampton Roads, where *Monitor* and *Merrimac* fought their memorable battle, and where Old Point Comfort has entertained visitors for many a year.

Cross the Roads, and Norfolk and its neighbor, Portsmouth, greet you, while Virginia Beach, a few miles to the east, discloses the broad Atlantic just south of historic Cape Henry Light.

Inland from the Tidewater, Virginia's infinite variety of attractions continue.

East-and-west rail and motor arteries, crossing the State, enable the traveler to pause at historic places.

Among these are Richmond, where Patrick Henry delivered his "Liberty or Death" speech; Appomattox, which witnessed the end of the Civil War; Charlottesville with Monticello, home of Thomas Jefferson and site of the University of Virginia, and scores of battle-fields and scenes intimately associated with founders of the nation.

All these but whet the appetite for the mountains and famed valley beyond.

As we travel westward the horizon becomes summit-lined. The lush Piedmont is crossed, and before us open gaps leading over the Blue Ridge to the Shenandoah Valley.

For a distance of about 100 miles summits and valleys of the Blue Ridge are included in the area of the Shenandoah National Park. Under direction of the Bureau of Public Roads there is now being constructed, for the National Park Service, the Skyline Highway; it is already completed between Thornton Gap, on the Lee Highway, and Swift Run Gap.

Penetrating the various gaps or coming south through Harpers Ferry, we reach the Valley of Charm.

From Washington the Lee-Jackson Highway enters the Shenandoah Valley at Winchester, in the domain of apple-blossom queens. The Lee Highway from the capital crosses the Ridge through Thornton Gap to New Market, intersecting the region of Virginia's famous subterranean wonders, including among others Luray Caverns, Endless Caverns, Grand Caverns, Grottoes of the Shenandoah, etc.

Over the romantic route followed by Governor Spottswood and his Knights of the Golden Horseshoe, the Spottswood Trail makes its way to the Valley from Richmond (via Charlottesville and Monticello), joining the Valley Pike at Staunton, birthplace of Woodrow Wilson.

Through Appomattox and Lynchburg is another route via the Natural Bridge

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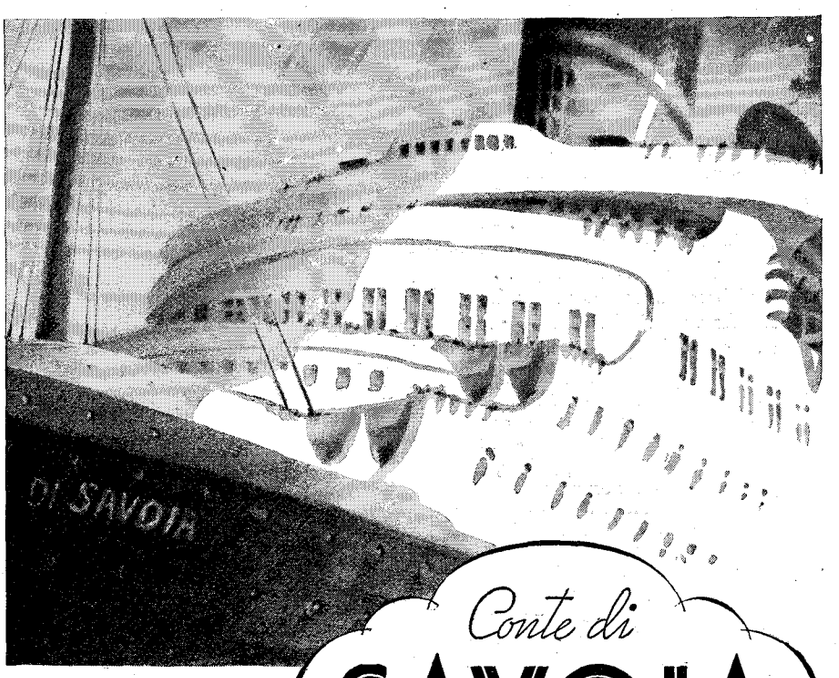

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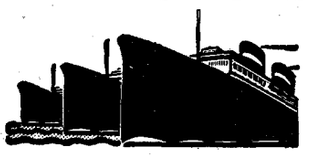

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wonder to Lexington with its Virginia Military Institute and Washington and Lee University.

From Lexington and also from Staunton are approaches to Warm Springs and Virginia Hot Springs and across the State line to White Sulphur Springs, all long-famous resorts. At Bristol begins the Trail of the Lonesome Pine, leading toward the Cumberland Gap and the Great Smokies road to Asheville.

MID-SOUTH RAMBLES

Our winter rambles in The South inevitably take us into "The Low Country" of the Carolinas and along the Georgia coast. Its bays, islands and mellowed towns unfold page after page of romance and history.

Edenton, at the head of Albermarle Sound, was an early trading post. Wilmington, on the Cape Fear River, resisted the Stamp Act seven years before the Boston Tea Party. Charming old Georgetown, on Winyah Bay, outlet of seven rivers, is filled with landmarks.

Leaving its shaded streets we come over the King's Highway to the three-mile-long new Cooper River Bridge to one of The South's most famous cities.

"Behind canopies of delicate Spanish moss which hang from age-old oak and cypress lie the romantic gardens of Charleston, whose beauty is known over the world," says "The Coastal Tourist."

Scarce a hundred miles beyond, amid a constellation of sea islands, Beaufort welcomes the visitor with her charming location and tales of Velasquez de Allyon's Spanish expedition and Jean Ribault's French garrison.

Under liveoaks draped with Spanish moss, we enter Savannah with its happy mingling of "Befo' de Wah" and ultra-modern surroundings; amid her palms, flowers, and parks, the winter of General Oglethorpe's city is a long Indian summer.

From Savannah the coast route leads us on to Colonial Brunswick, almost surrounded by deep salt water; thence winter vacationists diverge to St. Simons Island for its famous Sea Island Beach resort, and to Jekyl Island, rendezvous for the elect. A short distance beyond Brunswick the tour brings us to Florida.

IN THE PINELANDS

Inland from these coastal regions lie the playgrounds of the Pine Belt. Northern routes bring us to Old Raleigh, or to Greensboro with its velvety golf courses and bridle paths. Near by we are tempted to tarry at Salisbury and Charlotte.

Pinehurst, the nation's capital of winter golf and other outdoor sports, offers a wide choice of recreation to visitors; and so does its neighbor, Southern Pines.

Pinelands continue across the South Carolina border.

"Flowers, soft breezes, softer speech and courtesy—no wonder South Carolina is called 'the comfortable State,'" says one writer. "Aiken and Camden are winter colonies that generations have known."

Nearer the coast, and only twenty-five miles from Charleston, a winter colony gathers at Summerville, "The Flower Town Among the Pines."

Beyond the Pine Belt, the Sand Hills, and Piedmont, rise the Appalachian Mountain glories, cleaving the horizon of western North Carolina, eastern Tennessee, and Georgia. The rampart of the Blue Ridge and Great Smokies, with its series of towering peaks, is an inspiring sight. In this "Land of the Sky" are ideal summer playgrounds and also year-round resorts.

Of the latter Asheville rewards the visitor with mountain panoramas, spick-and-span urban surroundings, and a climate which puts vigor into mind and body.

Over the great uplift, stretch, as far as the eye can reach, National Forests such as Pisgah, Cherokee, Nantahala, and others. And forever preserving this mountainland for mankind is the Great Smoky Mountains National Park, with its peaks, valleys, streams and seemingly limitless stands of timber. Shared alike by North Carolina and Tennessee, the main approaches are from Asheville and Knoxville.

From the latter city motorists may enjoy a circle trip to Lexington, in the Blue Grass Country, thence to Louisville and south to Lincoln's Birthplace National Monument, Mammoth Cave (proposed for another National Monument); Nashville, "Athens of the South," with its "Hermitage," home of Andrew Jackson; and Chattanooga, of battle-field and Lookout Mountain fame.

Beyond the Carolinas, inland, Georgia attracts winter visitors.

Augusta, with its imposing array of distinctive hotels and winter-sports playgrounds, welcomes us to Georgia. Toward the west we may continue on to Atlanta, pulsing with the life-blood of the New South, and visit Stone Mountain.

Florida Entertains

This is the time to turn our thoughts toward Florida. For here nature has created an "Empire of the Sun," the popular refuge from winter's rigor. When we cross its borders there's an influence psychological. For, as Harrison Rhodes puts it in his book, "In Vacation America":

"Just to see the palmetto's plumy crest against the blue of the subtropic sky or the orange's gold against the glossy green of its foliage is a holiday. Merely to put on a linen suit and sit reading of blizzards in the North is a vacation."

So the land of Ponce de Leon with its beaches, lakes, and radiant winter skies has its place among our satisfying playgrounds. And now, with its heyday of extravagance a memory, Florida points with pride to her reasonable-priced entertainment.

Where to go for the Florida vacation is a matter of individual taste. Variety of objective is infinite, for, as the Florida State Hotel Commission points out:

"Everywhere in Florida there is so much to see, so many forms of entertainment to enjoy, that the tourist needs must visit every section of the State to experience the complete repertoire of pleasure."

Unfortunately, most mortals can not make a complete tour of the State. We venture, therefore, a few suggestions, realizing the impossibility of a complete survey. First we must decide which particular region appeals most to us.

There are four, each with distinctive features.

They include, first, the East Coast with

Courtesy Miami News Service

Young and Old Revel in Florida's Sunshine

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mile after mile of Atlantic beaches and parallel inland waterways; second, Central Florida, dotted with lakes and gentle hills; third, the West Coast with Gulf beaches and deep-set bays; fourth, Northwest Florida, crossed by rivers and retaining the spirit of the Old South.

EAST COAST IMPRESSIONS

With this geography in mind, let's climb aboard our observation plane for a dash over these playgrounds, and make a few notes as we go.

Jacksonville—Florida's metropolis, main rail and water gateway. Commerce moves along eight miles of St. Johns River frontage, twenty miles from the ocean. Business in lofty structures, home life surrounded by parks; recreation includes golf and bathing at Jacksonville Beach.

St. Augustine—Florida's most historic city, preserving ancient charm amid modern environment.

Ormond—Facing Halifax River and ocean, noted for its distinguished winter residents.

Daytona Beach—Its tide-packed strand is the world's famous speedway and a playground for all.

New Smyrna—Historic ruins in an East Coast garden spot.

Titusville and Melbourne—Gateways to Indian River citrus belt, with homes on this waterway.

Cocoa-Rockledge—Twin towns with twelve miles of superb beach.

Fort Pierce—Indian River frontage with causeway to the ocean.

Stuart—"The City of Many Waterways," objective of deep-water fishermen.

Palm Beaches—Rising from the yacht-dotted waters of Lake Worth is the home and resort city of West Palm Beach. Between Lake Worth and the ocean, amid parklike surroundings, are the villas, casinos, hotels, and club-houses of Palm Beach, rendezvous of fashion.

Lake Worth—Home city, with architecture in Spanish motif.

Fort Lauderdale—Bisected by New River, a long-established home center.

Port Everglades—The East Coast's new six-million-dollar deep-sea harbor.

Hollywood—On the ocean with six miles of bathing beach and a two-mile boardwalk.

Miami and roundabout—from Biscayne Bay rises the sky-line of America's youngest big city, metropolis and recreation center of South Florida. Between Bay and Ocean are homes and bathing resorts of Miami Beach. Adjoining Miami is Coral Gables, "a triumph of exotic design." Southward past coral ridge, pines and hammocks of oak rise the villas of Cocoanut Grove facing Biscayne Bay.

Keys—Overseas Florida East Coast Railway engineering marvel and Overseas Highway traverse big-game fishing grounds.

Key West—Southernmost United States city and approach to Cuba.

MID-FLORIDA GLIMPSES

Lake City—Crossroads on the Old Spanish Trail, near-by lakes and pecan orchards.

Gainesville—Site of the University of Florida; ninety lakes within an hour's spin.

Ocala-Silver Springs—Glass-bottomed boats show wonders of the world's biggest spring.

Leesburg—Amid lake-girt hills and the scene of the annual fresh-water bass tournament.

Sanford—Looks out upon Lake Monroe, head of St. Johns River navigation.

DeLand—Old-time favorite, with Stetson University and schools.

Winter Park—"City of homes set among azure lakes and golden citrus groves." Site of Rollins College.

Winter Haven—"City of 100 lakes" amid the Polk County hills.

Eustis—Varied recreation in quiet, refined environment.

Orlando—The city built around lakes combining beauty and utility.

Lakeland—Nineteen lakes within its city limits, and home of Southern College.

Bartow—Important tourist center on rail and motor routes.

Lake Wales—Just beyond is the famous Singing Tower, amid what its founder, Edward Bok, styled "the most beautiful spot of verdure in the United States."

Sebring—Attractive cross-roads of inland travel routes.

WEST COAST HIGH LIGHTS

Tampa—Landing from his galleon in 1528, De Narvarez was charmed with its site for settlement. To-day's tourists indorse his selection.

Clearwater—Championship golf courses at Belleair surround it. Its front door is the Gulf.

St. Petersburg—"The Sunshine City." It's modern, with population a composite from every State. Metropolis of Pinellas Peninsula.

Bradenton—"The Friendly City" of the gardenlike peninsula of "The Land of the Manatee." Fisherman flock hither.

Sarasota—Ideal situation on a land-locked bay. Ask Colonel Bogey about its golf courses.

Charlotte Harbor—Headquarters for rod and reel enthusiasts.

Punta Gorda—Once stronghold of pirates, now of fishermen.

Fort Myers—"City of Palms" with tropical winter homes of famous men.

IN NORTHWESTERN FLORIDA

Pensacola—The western port and gateway, founded in 1559. Four centuries of historic drama. Faces a bay of rare beauty.

De Funiak Springs—Streets bordered with pines and moss-draped oaks. Seat of Palmer College.

Tallahassee—Florida's capital and home

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of Florida State College for women. Old colonial homes in typical environment of the Old South.

If these hints suggest places you'd like to see, write to local Chambers of Commerce or to the rail lines listed in table of suggestions preceding this article.

Gulf and Creole City

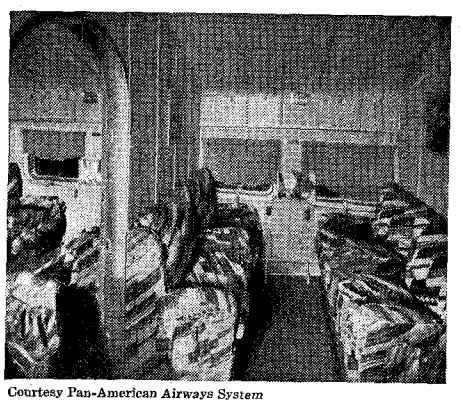
To follow one of the oldest roads in America is the experience of those who pass over the Old Spanish Trail. It leads us across Florida and on to the charming resorts of the Gulf Riviera. We pass from Pensacola to age-mellowed Mobile, and beyond, to quote a writer in the New York *Times:*

"The traveler reaches Biloxi, one of the best-known towns on the Gulf Coast. Equally popular are the neighboring resorts that follow in quick succession as the motor rolls westward—Edgewater Park, Gulfport, Pass Christian, and Bay St. Louis. A run of forty-one miles west from this last point leads to New Orleans."

The story of New Orleans is a colorful chapter in the romantic history of America.

"No other city so teems with romance and stirring historic background. On every hand is the subtle charm that for generations has completely fascinated and captivated visitors," says a recent writer.

We feel this as we browse about the Vieux Carré (old city); Napoleon's "retreat"; Madame Lalaurie's "Haunted House"; the old Absinthe House; the ancient St. Louis Cathedral; the Cabildo or Spanish capital, and dine upon rare Creole dishes. But Canal Street and the section beyond it remind us that New Orleans is also an imposing modern city with much to see from to-day's view-point. And don't forget the Mardi Gras when you wish to banish Old Man Gloom.



Courtesy Pan-American Airways System

There's Luxury in the Clipper Ship of the Air

The New Orleans Association of Commerce will answer all travel questions.

The Gulf Coast Region is reached by the direct route of the Mobile & Ohio System, and also by the Louisville & Nashville System. Direct rail service from New York is provided to Gulf Coast points and to New Orleans by Southern Railway and connecting lines. The connecting link between Chicago and New Orleans is provided by the Illinois Central, while New Orleans is the eastern terminus of the Southern Pacific System's Sunset Route to California and its ocean steamship route to New York. The Missouri Pacific-Texas and Pacific Systems provide also service to California via connecting lines.

"Big Medicine Waters"

The waters of Hot Springs National Park in Arkansas have been Nature's healing agent through centuries. Neutral ground for the ailing of all Indian tribes, then sought by the founders of New Spain, their benefits are now enjoyed the year round by modern America.

Forty-six hot springs gush a million gallons of beneficial waters from Hot Springs Mountain in the Ouachita (pronounced Wash-i-taw) Range, all within

FLYING THE TRIP BY PLANE

How and where may we go by air? Here's a quick reference guide to the main skyways. It shows routes to the South, Southwest, Pacific Coast, West Indies, Mexico, Central America, South America. Combinations of air-rail and air-steamships may be arranged. According to the Aeronautical Chamber of Commerce, passengers on scheduled air lines have increased amazingly, due to lower fares. During the first eight months of 1932 they rose 18 per cent. over the same period of 1931. The average rate of fare, 12.87 cents per mile in 1928, is reduced to 6 cents per mile in 1932. The all-air coast-to-coast rate is now $160 one way, $288 the round trip.

Between New York and the South

Eastern Air Transport, Inc., provides two routes southward: 1. The coastal route between Newark Airport, Philadelphia, Baltimore, Washington and Richmond, thence branching southeastward through Raleigh, Florence, Charleston, Savannah, Jacksonville and through Florida to Miami and St. Petersburg with stops at Daytona Beach, Vero Beach, Orlando and Tampa; 2. Newark Airport to Richmond, thence over the Piedmont region of the Carolinas and Georgia, including Greensboro, Charlotte, Spartanburg, Greenville and Atlanta, branching thence to join the coastal route at Jacksonville. Connecting at Atlanta with American Airways for New Orleans, Dallas, Los Angeles. Connecting at Miami with Pan-American Airways.

Flying time between New York and Atlanta, 9 hours 15 minutes.
Flying time between New York and Miami, 13 hours 50 minutes.

Coast-to-Coast by Omaha-Salt Lake Route

Via United Air Lines System and subsidiaries. This route is from Newark Airport to Cleveland, Toledo, Chicago, Des Moines, Omaha, Cheyenne, Salt Lake City and San Francisco. From Salt Lake City service is provided also to Spokane, Tacoma, Portland and Seattle. At Salt Lake City planes of the Western Air Express may be taken to Los Angeles. United Air Lines, through its Pacific Air Transport, provides service between Seattle, Tacoma, Portland, San Francisco, Fresno, Los Angeles and San Diego. Coordinated rail service with New York Central Railroad.

Flying time, westbound, New York to Pacific Coast, 31 hours.
Flying time, eastbound, Pacific Coast to New York, 27 hours.

American Airways Rail-Air Route

American Airways, Inc., provides a route between New York and California by rail and air. The rail portion is between Boston or New York and Cleveland by New York Central and between New York and Port Columbus by Pennsylvania Railroad. The air portion lies between Port Columbus or Cleveland and San Diego or Los Angeles, the route being via Cincinnati, Louisville, Nashville, Memphis, Little Rock, Dallas, Fort Worth, El Paso and Phœnix. There are connecting lines to or from Chicago, Omaha, St. Louis, Atlanta, New Orleans, Houston, Galveston, Brownsville.

Flying time, rail-air New York to Los Angeles—37¼ hours.
Flying time, air-rail Los Angeles to New York—40 hours.

Between Chicago and the Southwest

United Air Lines connecting with its transcontinental service, at Chicago with routes to Dallas and Fort Worth, including stops at Moline, Ill., Kansas City, Tulsa, Wichita and Oklahoma City.

American Airways, Inc.—Routes from Chicago to Atlanta, St. Louis, Memphis, New Orleans, Dallas, Fort Worth, Houston, Galveston, Brownsville. At Brownsville connection is made with Pan-American Airways for Mexico, Central America and South America.

Cross Continent Via Middle West, Southwest

Via Transcontinental and Western Air, Inc., route between Newark Airport, Los Angeles and San Francisco. The cities reached include: New York, Philadelphia, Harrisburg, Pittsburgh, Columbus, Detroit, Toledo, Fort Wayne, Indianapolis, Chicago, St. Louis, Springfield, Mo., Kansas City, Tulsa, Wichita, Oklahoma City, Amarillo, Albuquerque, Winslow (Grand Canyon), Los Angeles, Bakersfield, Fresno and San Francisco. Greyhound Motor Coach Lines provide airport connections. Coordinated rail service with Pennsylvania Railroad.

Flying time, New York to Los Angeles, 28 hours 43 minutes.
Flying time, Los Angeles to New York, 24 hours 42 minutes.

West Indies, Mexico, Central, South America

Covered by the Pan-American Airways System. Routes from Miami, Florida, in connection with Eastern Air Transport Lines and rail systems, include: Miami to Havana and Miami to Nassau; Miami to Cuba, Haiti, Dominican Republic, Puerto Rico, Virgin Islands, British West Indies, Trinidad, the Guianas, Para, Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires; Miami to Cuba, Jamaica, Colombia, Panama, west coast South America, including Buenaventura, Santa Elena, Arequipa, Antofagasta, Santiago and Buenos Aires.

Routes from Brownsville, Texas, in connection with American Airways System and Missouri Pacific Railway and connecting lines, to: Mexico City, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica, Panama and South America.

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the corporate limits of Hot Springs City. As the Government booklet says:

"It is a resort city, made wealthy from the many thousands of visitors seeking health from the adjacent Government springs and pleasure in the high and beautiful neighborhood country with its excellent drives and woodland paths, its mountain and river views, its social gaieties, and its exceptional golf." There are three 18-hole courses.

Direct service is provided by the Rock Island and the Missouri Pacific Systems.

Fabulous Southwest

The seven fabled cities of Cibola lured the Conquistadores into our present Southwest to found a New Spain. Their golden riches proved figments of Indian imagination. To-day we follow the footsteps of explorers and padres to discover other and real riches—prehistoric wonders, marvels of nature and healthful climate.

By modern means over historic trails we take our readers to these regions.

The Old Spanish Trail from Florida and New Orleans brings us to enterprising cities of Texas.

We may visit Houston, Texas' inland ocean port, and, by detour, Galveston, on its island of romance; Dallas, business center, and Fort Worth of the Western Texas Empire. In the opposite direction we may seek the Gulf Coast Riviera with its beaches at Corpus Christi and Brownsville, metropolis of the lower Rio Grande.

Resuming the western quest, we find romance unfolding at San Antonio. For a century the flag of Spain hung over its Governor's Palace (now restored), and the bells of ancient missions called the faithful.

SAN ANTONIO'S STORY

What stories these ancient structures could tell—of Franciscans chanting their mass in the Missions San Antonio de Valero, San José de Aguayo, La Purisima Concepcion de Acuña, San Juan and San Francisco de la Espada; of the gatherings in the Presidio and at the Governor's Palace under Mexican rule; of musket fire and bayonet thrust in the immortal Alamo, cradle of Texas liberty.

But San Antonio has attractions other than historical. There are fifty-three parks and plazas gorgeous with bloom, numerous sports, and a dry, tonic climate.

Three rail systems reach the city: The Sunset Route of the Southern Pacific System, the Missouri Pacific System, and the Missouri, Kansas & Texas System.

EL PASO AND CARLSBAD CAVERNS

We turn our eyes again toward the west, our thoughts back to the sixteenth century. Up the Valley of the Rio Grande toil Spanish explorers, Conquistadores, and priests, reaching the mountain cleft where El Paso is later to stand. But not one of them dreams that countless tourists will some day come hither.

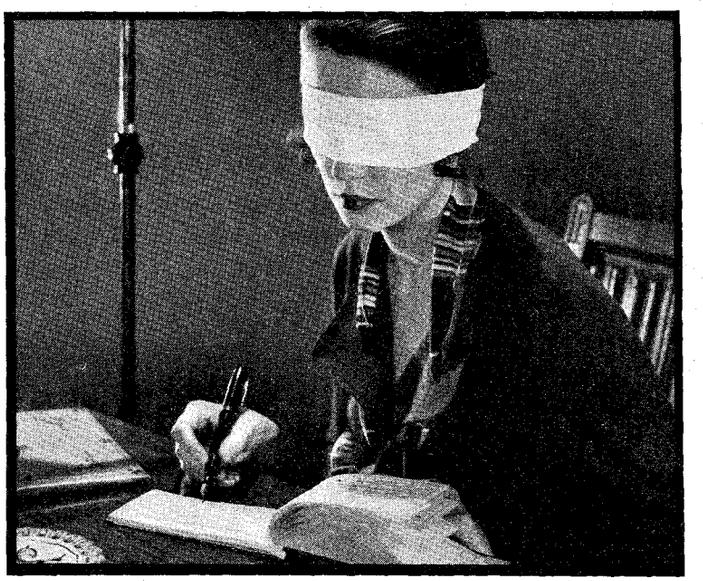
Yet, as the Gateway Club proclaims: "El Paso—once the heart of the great American desert, then an adobe village, now a metropolis city—to-day offers fascinating sights to the world traveler."

Besides the city itself, there are the bright lights of Calle 16 de Septiembre in Old Mexico's Ciudad Juarez, across the river.

El Paso is a rail focus for the Southern Pacific's Sunset Route; Golden State Route of the Rock Island System; western terminus of the Texas & Pacific Railway; southern terminus of a Santa Fé division.

TOO MANY PEOPLE MAKE

this purchase blindly

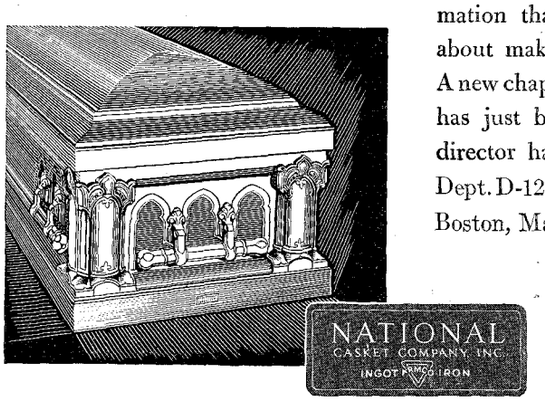


ORDINARILY you would not think of making a purchase of any consequence without *some* knowledge of the product itself. Yet many people select a casket with no information whatever to guide them.

What chance has the average person of knowing a good casket from one poorly made? Even an expert cannot tell from outside appearances. For it is the hidden values—materials, workmanship, construction at vital points—that decide real worth.

There *is* one safe guide to follow. It is the trade-mark of the National Casket Company. Funeral directors have long acknowledged it the mark of the finest caskets, a pledge of quality and value known for more than half a century. *Yet National caskets cost no more.* You will find the National trade-mark on caskets of every grade, at every price. It is wise to decide now on a funeral director who sells National caskets.

You should have our booklet, "FUNERAL FACTS." It gives you information that everyone should know about making funeral arrangements. A new chapter discussing funeral costs has just been added. Your funeral director has copies—or write us at Dept. D-12, 60 Massachusetts Avenue, Boston, Massachusetts.



A National Armco Ingot Iron Design, Gothic Panelside Series. Look for the National Trade-mark on the casket that you buy.

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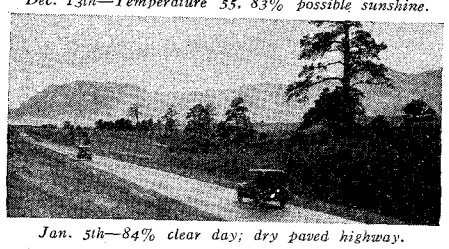
Dec. 13th—Temperature 55. 83% possible sunshine.



Jan. 5th—84% clear day; dry paved highway.

More Sunshine, Less Moisture in Winter

Four weeks ago (Nov. 16), when much of the country was blanketed with snow, there was no trace of precipitation in the Pikes Peak Region. From 60% to 99% of each day's possible sunshine was enjoyed. For years average has been 27 sunshiny days each winter month—precipitation only .31 of an inch.

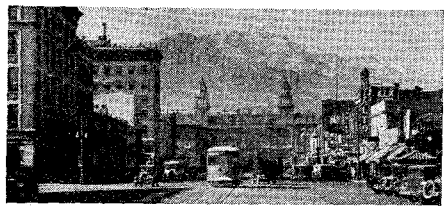
"*100 Winter Days*" gives a day-to-day pictorial record of such winter weather. You can have this book, or any other information about the region if you write. Free stop overs or side trips on cross-country railroad tickets all the year.

THE WELCOME CLUB

561 Independence Bldg. Colorado Springs, Colo.

Colorado Springs
Manitou and the Pikes Peak Region

Below—Longer shadows only difference between this (Jan. 16) and summer view toward Pikes Peak.



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56 PERFECT DAYS

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First Class from $575
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It is also an approach to Carlsbad Caverns National Park (open the year round) via Carlsbad Cavern motor-coaches, with courier service. A new road paralleling the route of the historic Butterfield Trail is followed. It is thus possible to visit this greatest underground wonder of the world within a single day.

The Caverns are also accessible by motor-coaches from the city of Carlsbad on a branch of the Santa Fé System, and are also an objective of the Santa Fé's Harvey-car land cruises.

PHOENIX AND TRAIL OF THE AGES

Continuing from El Paso we pause at Globe, Arizona, for a rare travel treat. For here begins the Apache Trail, exhibiting in a motor-coach tour colorful canyons, azure skies, desert flora, prehistoric mysteries and romantic associations. In all America there is not another hundred miles of such diverse interest.

As William Hamilton Nelson says in his "Alluring Arizona":

"What a tremendous theme for a pageant, for through the dim, starlit centuries multiplied feet have prest the soil of its mystic windings. First, prehistoric man, antedating the Cæsars, to whom metals were yet unknown, wielding his stone ax, and taking aim with obsidian arrowheads. Cowled monks in garments gray climbing its tortuous and rocky cliffs, with uplifted cross, seeking straying souls. And Spanish Cavaliers, the Conquistadores, in steel armor shining in the bright sunlight, with sword and lance; and liegemen of the Dons armed with harquebus taking possession of the trail in the name of their king. This, while the American nation was yet in the womb of time. And then the painted Apache, the very incarnation of the spirit of slaughter, sweeping over its mazes with winged feet like a dread besom of destruction. And, finally, the white American, redeeming it with his brain and brawn. There it is in a few sentences, and yet how it lures through the lengthening years!"

Phœnix is the western terminus of this trip, which may be taken in either direction.

Arizona's capital and a tourist center, as the Phœnix-Arizona Club puts it, is "a beautiful, well-cared-for garden. True, she can give you the weird, wild desert, the rugged mountain peaks and the cactus-strewed canyon if you wish; but she uses them only as a background, in striking contrast to the abundant foliage and the brilliant coloring with which she surrounds herself."

Motor trips from Phœnix lead also to the Hieroglyphic Rocks, with carvings by mysterious races; Casa Grande National Monument, with its apartments of a vanished people; Chandler, a winter resort, and Castle Hot Springs in the Bradshaw Mountains.

Phœnix is reached by Southern Pacific and Rock Island trains and by a division of the Santa Fé System from Ash Fork on its main line.

ARIZONA'S SUNSHINE CITIES

Southern Arizona is a land of happiness and health for the winter visitor, with sapphire skies, dry air, roses, and palms. Among attractive centers, Tucson stands out. Quoting again, "Alluring Arizona":

"It is teeming with the spirit that makes romance and history, which neither time nor custom has staled, and . . . its ancient traditions, its graceful charm, have that indefinable something which artistic souls love. These enchanting qualities are still there."

Eight miles south stands the famed Mission San Xavier del Bac, the most beautiful sacred edifice of the Southwest, with its mingling of Byzantine, Moorish, and Aztec architecture. Eighteen miles away is Tumacacori Mission, preserved as a National Monument, and nearer at hand old Fort Tubac, whence the Spanish settlers of San Francisco set forth.

Besides Tucson, the border cities, Nogales and Douglas, and that colorful reminder of yester-year, Tombstone, attract visitors. Rail service to these communities is provided by the Southern Pacific System.

TRAILS TO ROMANCE

Over trails, some of which were trod by prehistoric man, we may enter the Southwest through New Mexico. Four pathways of the centuries converge at America's oldest capital, Santa Fé. How varied have been their travelers!

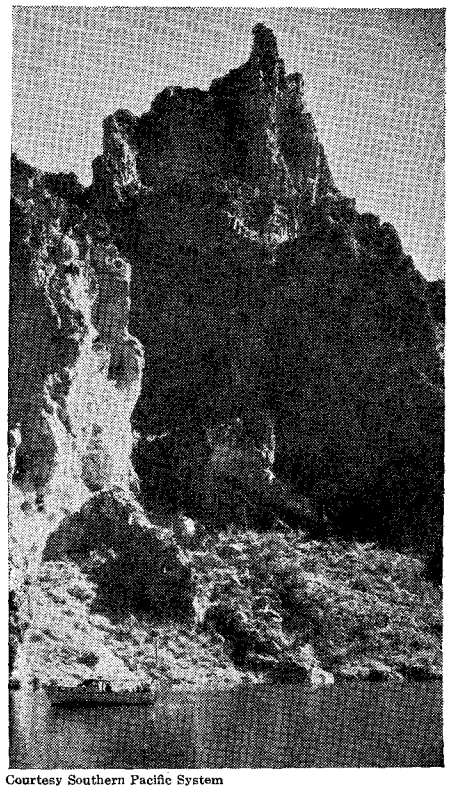
From the north through ancient Taos over the Trail of the Mountain Men came French-Canadian trappers, their chansons echoing through the Sangre de Cristo valleys. From the east by the Santa Fé Trail toiled ox-teams from the Cimarron over the Raton Pass through Las Vegas and over the Glorietta Pass. From the south, following the Rio Grande, wended Conquistadore, padre, and merchant, traveling the Chihuahua Trail from Old Mexico, and to and from the west flowed traffic over the trail to California.

PAUSING AT SANTA FE

To all Santa Fé was the goal. Look upon the Governor's Palace, San Miguel Chapel, the Cathedral. Sit in the patio of La Fonda, "the great fawn-colored pile" in which the Santa Fé System has embodied the spirit in modern tempo of the famous hostelry of 1609, and you will fall under its spell.

Then will come a smartly uniformed and competent young woman courier to be your hostess on a Harveycar Indian Detour trip under Santa Fé management. By limousine you will be taken to the marvelous Cliff Dwellings in the Canyon El Rito de los Frijoles (Bandelier National Monument); to the intimate pueblo life at San Ildefonso; to the prehistoric mysteries of ancient Puyé; to venerable Taos and the White Mission Church at Ranchos de Taos, and to other wonderlands.

We reach Santa Fé by Harveycar from Lamy on the Santa Fé System.



Courtesy Southern Pacific System

Mystery Haunts the Apache Trail

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ALBUQUERQUE AND BEYOND

Leaving Santa Fé, Spanish America invites you down the Rio Grande. All trains halt at Albuquerque. Passengers alight to see the metropolis of New Mexico and many to regain health under the turquoise skies and dry air of Albuquerque's curative climate.

A few miles beyond, on the Rio Grande, are the pueblo and ancient church at Isleta, on the historic way to El Paso.

Toward the west from Albuquerque is the Mesa Encantada (Enchanted Mesa), rising mysteriously like a huge fortress from the surrounding plain, and near by Acoma the age-old "Sky City," with adobe ruins on its lofty perch. Toward the west, too, are the rock-cleft ruins, great cave and bubbling spring of El Morro National Monument. And still farther beyond are Gallup and Adamana, on the Pony Express route, whence we reach the prehistoric wonders of Chaco Canyon and Canyon de Chelly; the six Kivas of Zuñi (one of the seven cities of Cibola); Inscription Rock, with Spanish carvings, and the natural marvels of the Petrified Forest National Monument. Southward from Albuquerque there is a trip through the Manzano National Forest to the Gran Quivira National Monument, with eighty acres of Pueblo ruins and the ruins of a Cruciform Church, and still farther to Carlsbad Caverns.

GRAND CANYON

Those who have not gazed into the colorful depths of the Grand Canyon have missed one of nature's stupendous and all-absorbing masterpieces.

"Approaching by rail or road, the visitor comes upon it suddenly. Pushing through the woods from the motor camp-ground, or climbing the stairs from the railroad station, it is there at one's feet, disclosed in the sublimity of its templed depths, in the bewildering glory of its gorgeous coloring," says the National Park Service.

Through-car service from the east or west to Grand Canyon National Park is operated directly to El Tovar by the Santa Fé System. Harveycar motor trips are available at El Tovar Hotel, which is open throughout the year.

Through the Rockies

Historic and scenic wonders as we have seen greet travelers over the "Sunset" and "Grand Canyon" routes to California. The central routes with divergences cause us to marvel over the mountain glories of the Colorado Rockies and the colorful creations of Utah.

Mile-high Denver with its stimulating winter climate is a favorite approach to Rocky Mountain National Park, and Colorado Springs is the center for Pike's Peak region. Beyond is the famed Royal Gorge.

Westward amid Utah's mountains Salt Lake City is popular with tourists. In southern Utah are the gorgeous colorings and amazing formations of Zion National Park, with roads open during the winter, and Bryce Canyon National Park with access dependent upon weather conditions.

South of the Vegas Mountains of Nevada we may diverge at Las Vegas for a visit to the great Hoover Dam in process of construction at Black Canyon.

Full particulars of these central routes may be obtained from the Colorado Association, Denver; Welcome Club, Colorado Springs; Chamber of Commerce and Commercial Club, Salt Lake City; Union Pacific System; Southern Pacific System; Burlington Route; Rock Island System; Denver, Rio Grande Western-Western Pacific Systems.

Via The Northwest

The California trip is made richer through our ability to go by one route and return by another. Among worthwhile alternatives is the Pacific Northwest, with its temperate climate and attractive surroundings.

Oregon has her own scenic coast and mountainlands, with Mt. Hood dominating, and shares with Washington the superb Columbia River Valley scenery, reached conveniently from Portland, "City of Roses."

Washington shows us the natural beauty of the Puget Sound Country and has its own region of mountain majesty. From Seattle, the great port, we may go northward to Mt. Baker; from Tacoma, throbbing with life, we visit Mt. Rainier National Park.

British Columbia, "Canada's Evergreen Playground," discloses Victoria with "the charm of old England," and Vancouver, metropolis and port of Western Canada.

Consult Puget Sounders and British Columbians, Associated, Seattle, and in New York, Canadian National Railways; Canadian Pacific Railway; Northern Pacific Railway; Great Northern Railway; Burlington Route; Chicago, Milwaukee, St. Paul and Pacific Railway; Union Pacific Railway; Southern Pacific System.

California

Since the days of Spanish Conquistadore and covered-wagon pioneer, a subtle lure has drawn men toward the West. In those early days of America neither danger nor hardship abated this urge. And now when Pullman, steamship, and plane carry us in comfort, we still dream of a trip to the Pacific. When this dream comes true we eagerly cross the prairies, surmount the Sierra, and enter the realm of California. And with the thrill of arrival begins the delight of contact. Climate, scenery, cities, missions, Spanish traditions, gold-rush reminders, all cast an aura over this State.

Here we present a few of its infinite travel inducements in key centers which are of first importance in the California winter itinerary.

Someone has said that no other resort region has approaches so diverse and attractive. From the Pacific Northwest, the Shasta Route of the Southern Pacific brings us through Northern California to the Golden Gate via the Sacramento Valley. There is also the Redwood Empire Route from Oregon, partly along the coast and through vast redwood forests. Over the historic gold-seekers' trail we come into California through the American River Canyon and Sacramento by the Southern Pacific's "Overland Route" and through Feather River Canyon by the Western Pacific Route. From Cajon Pass we plunge into orange groves on our way to Los Angeles by the Santa Fé and the Union Pacific Systems, and to the same destination by the Southern Pacific's Imperial Valley line. Through the impressive Carriso Gorge, cars of the Rock Island and Southern Pacific Systems bring us through Tia Juana and Agua Caliente in Old Mexico to San Diego.

Routes between northern and southern California include those through the San Joaquin Valley and over the Tehachapi Pass (pronounced Teh-hah-chah-pih) of the Santa Fé and Southern Pacific Systems and the Scenic Coast Route of the latter system. There are, too, motor coaches of The Greyhound Lines.

Follow the Summer to PHOENIX

ARIZONA this WINTER

If you are tired of snow, sleet and blizzards--this is the land for you! Here you will find roses in bloom, oranges being harvested and the entire country flooded with warm, radiant sunshine.

Phoenix offers the ideal winter climate--exceptionally dry, with a semi-tropical temperature range. Days are delightfully warm and nights are comfortably cool.

Sports of all kinds reach their peak in this "outdoor" land. Paved roads lead to Arizona's nearby scenic wonderland. The vast, colorful desert--tall stately palms--picturesque Cowboys and Indians--all lend romance and adventure to your winter in Phoenix, Arizona.

WRITE DEPT. B FOR A BEAUTIFUL BOOKLET

PHOENIX CHAMBER OF COMMERCE

PHOENIX, ARIZONA

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When You Go To Europe

By Edwin Robert Petre

Here is an up-to-date book to guide you from the moment you express a wish "to see Europe some day," till the money for your trip is arranged for, your passport obtained, your ticket bought, your ocean trip enjoyed. Europe is reached and seen, and you consult the book for the last bit of good advice on how to get back home. **A delightful, practical, helpful volume of 128 pages, besides 16 fine double-page maps in colors, tourist distance maps, etc.**

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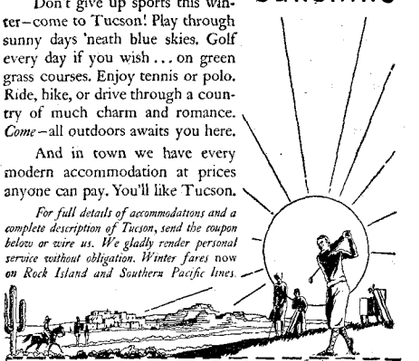
PLAY TENNIS . . . GOLF in warm mid-winter sunshine

Don't give up sports this winter—come to Tucson! Play through sunny days 'neath blue skies. Golf every day if you wish . . . on green grass courses. Enjoy tennis or polo. Ride, hike, or drive through a country of much charm and romance. *Come*—all outdoors awaits you here.

And in town we have every modern accommodation at prices anyone can pay. You'll like Tucson.

For full details of accommodations and a complete description of Tucson, send the coupon below or wire us. We gladly render personal service without obligation. Winter fares now on Rock Island and Southern Pacific lines.



TUCSON

Sunshine-Climate Club

ARIZONA

1200 E Old Pueblo Bldg., Tucson, Arizona

Please send me the free "Sunshine Booklet"

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Then there are the ocean and the air approaches. Steamship routes from New York to California via Panama Canal are covered by Dollar Steamship Line; Grace Line; Panama-Pacific Line; and the United Fruit Line. All-air transcontinental and air and rail coordinated services are available by United Air Lines; Transcontinental and Western Air, Inc.; and American Airways.

Courtesy of Chamber of Commerce, Santa Barbara, California

Spain Reigns Again in a Fiesta

From the storied Southwest we may come to Southern California's historic city—

SAN DIEGO—VICINITY

San Diego in tropical raiment looks down from her slopes upon Southern California's impressive harbor. Framing her marine outlook are the silver strand of Coronado Beach and Point Loma's headland. As John T. Faris says in his "Seeing the Far West":

"San Diego is like a bit of fairyland—by night, when the lights are seen either from some commanding height, or from the dream-like central plaza; by day, when the call is to the streets that give a view of the poetic setting of this city of Ramona, or to fourteen-hundred-acre Balboa Park."

At San Diego in 1769 rang the first mission bell in Alta California. For here Junipero Serra established the first of those sacred edifices which lined El Camino Real (The King's Highway) "a day's journey apart" all the way to San Francisco. If you would see one of the most fascinating of these, visit Mission San Juan Capistrano, north of San Diego.

IN AND ABOUT LOS ANGELES

California's "City of the Queen of the Angels," thus romantically named by Spanish founders, sits proudly in a court of brilliant surroundings. Traces of the 1781 pueblo remain, but are microscopic. Los Angeles, metropolis of Southern California, is new and American. Her population, grown incredibly fast to great size, is a cross-section of migrants seeking new objectives and climatic happiness.

It is a magnet for an army of tourists. They flow into hotels, sumptuous and modest; they delight in seeing homes surrounded by acacia, camphor, jacaranda, pepper, magnolia, eucalyptus, and palm trees; they wander among ultra-modern shops.

All this within the city itself; but how diverse also are the inducements just beyond the city's bounds!

Adjoining Los Angeles are Hollywood and Beverly Hills, with the studios and exquisite homes of cinema stars who shine round the world.

On the other side lies the city beautiful, Pasadena, reminding us of her annual Tournament of Roses.

Does the ocean call? Then there are the beaches, from Santa Monica on the north, in a chain, to Redondo on the south. And you can take a little voyage across Pacific waters to Santa Catalina Island to see the turquoise waters of its Marine Gardens, golf high above the sea, or swim on one of its clean beaches.

If you prefer the mountains, the mile-high outlook of Mt. Lowe will offer inspiration.

In Riverside County, where are Riverside, San Bernardino, Redlands and other towns of the Orange Kingdom, the olden days of California are made to live again. As one writer says:

"Snow-capped San Jacinto and the palms and cacti of the desert are a majestic background upon which the stories of the Indian tribes, the Spanish dons and the early Californians are staged in fiesta and pageant."

Alessandro and Ramona act out their immortal story in the spring pageant at Hemet.

Colorful Indian romance is woven into the Mocking Bird play at Perris, and old legends revived in the desert play at Tahquitz, just beyond charming Palm Springs.

Beneath the great cross atop Mt. Rubidoux at Riverside gather thousands for impressive Easter Sunrise services and Armistice Day sunset services. The children's pageant, "Nativity," is presented in Riverside's Memorial Auditorium, and a Christmas pageant in the Cloister of the Mission Inn. A new celebration with Oriental music and dances is the Japanese Cherry Blossom Festival, with the cherry trees of Beaumont its setting.

On our return to the coast, the California tour takes us northward.

MOUNTAIN AND SEA

What pen can picture the charm of Santa Barbara! Her setting is in an amphitheater of the Santa Ynez (pronounced Eeness) Mountains with a crescent beach at her feet and the blue Pacific with its Channel Islands offshore. Winding roads lead to hillside villas. Its huge County Court-house in Spanish architecture rises white among surrounding greenery. The hotels exhale a Spanish atmosphere. And here the Mission Santa Barbara, "gray with age, bestows the sweet benediction of early days." Few other towns so typify the spirit of California.

PLAYGROUNDS OF MONTEREY

Continuing along the historic pathway of the padres, we experience the infinite charm of the Monterey region. Here the sea is fringed with forest. Ancient cypresses frame pictures of bay and peninsula. Romance hovers over Monterey, the old Spanish capital, and Carmel with its ancient Mission. And here, too, in surroundings of woods, lawns, gardens, pools, drives, and white sand beaches, is idyllic Del Monte, world-famed playground, with Pebble Beach and other notable golf courses. On the northern shores of Monterey Bay stands Santa Cruz, with superb beaches and a big-tree grove.

AT SAN FRANCISCO

We move on toward the Golden Gate, through Santa Clara's fruitlands and Palo Alto with its Stanford University and home of President Hoover, to San Francisco.

There is something unusual in a city when it can get a hold upon such writers as Kipling, Stevenson, Mark Twain, Bret Harte, O. Henry, Jack London, and a host of others. Since its early life, and now in reborn form, San Francisco has ever had glamour.

If we are susceptible to wanderlust, the Embarcadero, redolent of the sea, will attract our steps. Here, from ports the world around, is a democracy of ships, from glistening modern liners to dingy tramps from far corners of the globe.

Beyond the Ferry Building, Market Street is the artery through which we see San Francisco's life-blood flow.

Dominantly American, San Francisco is paradoxically cosmopolitan. In her Latin quarter, Chinatown, Spanish and Mexican districts, we have the colorful atmosphere of various nationalities.

While San Francisco is clothed in modern raiment, some historic treasures have remained through every epoch. A few blocks from the bright lights rise the gray walls of Mission Dolores. Here it has stood untouched, unshaken through three great fires, a monument to its founder, Padre Junipero Serra, since 1776. Here knelt many a Spanish Don, and here sleeps California's first governor, who ruled under the Mexican régime.

"Golden Gate Park is the aureole of San Francisco's recreational haunts," says "Fascinating San Francisco."

"Whether you loiter along tree-shaded alleys, or stroll through rhododendron dells in the late spring, when the landscape fairly quivers with color, there is an ineffable loveliness about it."

A tour of Golden Gate Park naturally includes return through the 1,500 acres of forested hills between inner and outer harbor embraced in the Presidio.

Delightful trips invite visitors to the suburbs. The white campanile of the

Courtesy of the All Year Club of Southern California

Over San Juan Capistrano Mission Hovers the Spirit of Early California

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University of California rises from Berkeley. Oakland, San Francisco's city neighbor across the Bay, is an objective, and Palo Alto, if we have not already passed through it.

YOSEMITE AND BIG TREE PARKS

From San Francisco an overnight ride brings us to the Great Valley and Sierra on the way to other California wonderlands.

Yosemite National Park is the embodiment of America's mountain glory. What an enchanting exhibit of rivers, lakes, sylvan valleys, granite peaks, deep canyons, waterfalls, and forests, including the Mariposa Grove of Big Trees! In winter the Yosemite Valley becomes a magnificent theater for winter recreation, visited by many sports enthusiasts and nature lovers. Consult Yosemite Park & Curry Co. in San Francisco.

From San Francisco the routes to the Yosemite intersect Stockton, metropolis of the fertile San Joaquin Valley and now, thanks to its deep-water channel, an ocean port. Thence they go to Merced, from which the Yosemite Valley Railroad winds into the mountains to El Portal, Yosemite gateway.

If we return to Merced and continue south on Valley routes, the famous Big Tree Parks may be visited. The first is General Grant National Park, accessible during winter. Here, among innumerable companions, stands the General Grant Tree, "one of the largest and oldest living things in the world." Fresno is the main approach.

Adjoining General Grant National Park is Sequoia National Park, containing the largest forests of Big Trees in California, and in its Giant Forest the world's oldest and greatest tree—the General Sherman Tree. This park is open the year round, the main approach being from Fresno and Visalia.

DEATH VALLEY WONDERS

East of the Sierra, in a depression 300 feet below sea-level, between the Panamints and Funeral Mountains, is California's unusual winter resort, Death Valley.

"Travel as far as you will, you'll find no place on earth like it," says one writer. "A land of scenic wonders where color reigns supreme. A unique fascination, the spell of the desert, grips all who come to know the charm of this place and draws back again and again."

Before planning the California trip tourists should obtain and study the attractive travel helps provided by lines mentioned in preceding columns and also by California's two great travel organizations: Californians, Incorporated of San Francisco, and the All Year Club of Southern California at Los Angeles. The latter is distributing this winter at the California border a new guide book under auspices of the State Department of Agriculture.

Hawaii Is Adventure

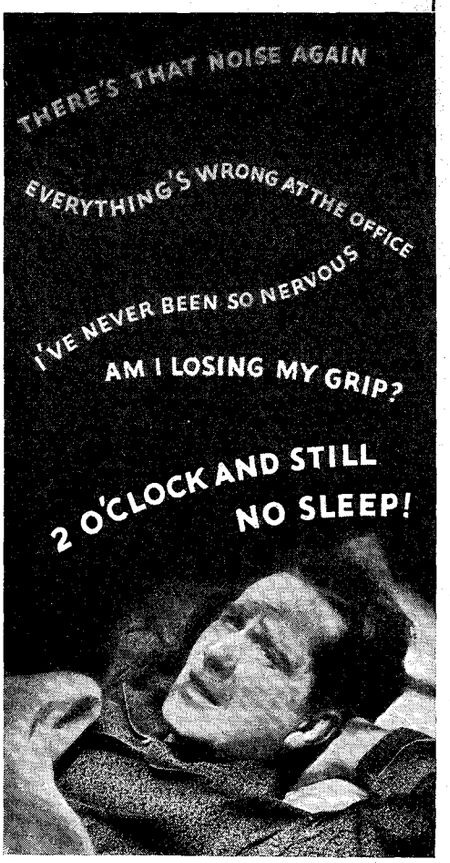
"People from all corners of the world visit here for a long or short period and leave with this land of ours enshrined in their hearts forever," says an editorial writer in the Honolulu *Advertiser*. ". . . Hawaii is a siren that lures her lovers from all races and from all walks of life, and she holds them to a lifetime of loyalty."

It is the unfamiliar which gives Hawaii its spice of travel. It greets us with ginger-blossom leis draped over our shoulders when we land, with music of distinctive rhythm, with colorful races, with unaccustomed dishes, rare flowers, scenery

SLEEP COMES QUICKLY

This Natural, Drugless Way.... No Bedtime Tossing

See how much more *rested* you feel every morning . . . how much new vitality and pep you get this way


THERE'S THAT NOISE AGAIN
EVERYTHING'S WRONG AT THE OFFICE
I'VE NEVER BEEN SO NERVOUS
AM I LOSING MY GRIP?
2 O'CLOCK AND STILL NO SLEEP!

HOW long did it take you to fall asleep last night? Think back—and try to remember. Because if you have trouble getting to sleep at night, here's something that's important to know.

Failure to fall asleep quickly and naturally is a much more serious indication than most of us realize. For even when sleep finally *does* come, after an hour or two of restless tossing, it is sleep of *inferior quality.*

Sleep That Really RESTS

That's why you find over 20,000 physicians today recommending Ovaltine—the Swiss food-drink that brings sound sleep, quickly without drugs. And why thousands take it *night after night,* largely on doctors' advice.

For Ovaltine not only brings sound sleep quickly, but *improves its quality* as well. And, when taken regularly, acts to restore your natural tendency to sleep soundly *every* night.

Mornings you awaken refreshed, clear-eyed. Filled with new found vitality and energy. For this remarkable food-drink restores your nerve and body tissues as you sleep. And greatly multiplies your ability to recover from fatigue.

How It Acts

Ovaltine acts three ways to overcome the main causes of restless, sleepless nights. These causes are (1) blood-congested brain cells (2) digestive unrest (3) nervous irritability.

First: Ovaltine, when taken mixed with warm milk at bedtime, tends to draw excess blood from the head. Thus combating mental over-activity—"conditioning" the mind for sleep.

Second: Ovaltine contains in high proportion a unique food property called *diastase*—a property recognized for its ability to digest the starch content of other foods regularly taken into the stomach. Thus possessing the power to lighten digestive burdens and help the stomach "rest."

Third: Also notable among the constituents of Ovaltine is calcium. And it is increasingly realized that a proper calcium metabolism is necessary to avoid nerve irritation.

Phosphorus, too, is an essential part of brain and nerve cells. Ovaltine supplies this in abundance and in its easily assimilated food form (lecithin).

Thus, a cup of Ovaltine at bedtime not only promotes relaxation and combats digestive unrest but also acts remarkably to overcome sleeplessness due to irritated nerves.

Start Tonight

So say "goodbye" to sleepless nights and heavy-headed mornings. Get acquainted with Ovaltine and see how soundly you sleep—how much better you look and feel.

As you continue to take Ovaltine, note the permanent benefits it brings. Observe how quickly you fall asleep *every* night. See how resistance to fatigue is built up—how "staying power" multiplies.

'Phone your druggist or grocer for a tin of Ovaltine today. Try it and see for yourself.

NOTE: *Thousands of nervous people, men and women, are using Ovaltine to restore vitality when fatigued. During the World War, medical authorities made it a standard ration for invalid, nerve-shattered soldiers. It is also highly recommended by physicians for nervous, underweight children—and as a strengthening food for nursing mothers, convalescents, and the aged.* 929-K

OVALTINE
The Swiss Food-Drink
Manufactured under license in the U. S. A. according to the original Swiss formula.

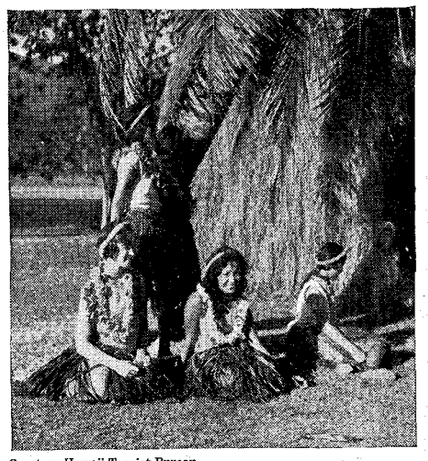
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

in unfamiliar form, and climate which is an eternal benediction.

So it is a new world one enters after nights sailing phosphorescent seas and days with flying fish glinting in the sunshine.

Diamond Head beckons. The great crescent of Waikiki Beach, with its dashing surf-riders, outrigger canoes, and hotels, comes into view. Then Honolulu, where Cathay, Nippon, Hawaii, and America pass in review.

Its island, Oahu, invites one beyond to the lofty Pali, Valley of the Rainbows,



Courtesy Hawaii Tourist Bureau

Hawaii Offers Her Hula Girls

and to its pineapple and sugar plantations.

Then interisland seaplanes and steamers bear us to other scenes.

Perhaps first of these in importance is Hawaii, "The Scenic Island." Two snow-clad peaks are its beacons, Mauna Kea, highest Pacific summit, and Mauna Loa.

From Hilo port you motor through a forest of giant tree-ferns up Mauna Loa's slopes to Kilauea in one part of the Hawaii National Park, where homage is paid to Pele, Goddess of Volcanoes. But Kilauea is not all. There are the Bird Park, Chain of Craters, Lava Tunnels, Sulphur Baths, Waterfalls, Ancient Temples, black sand beaches, native life, and plantations.

Two other islands claim attention. Maui, "The Valley Island," is crowned by Haleakala, the world's mightiest extinct volcano. It rises from another section of the Hawaii National Park. From its summit you may look a thousand feet down into the cinder cones of the enormous crater and out to sea upon distant islands. The Iao Valley and scenic coast drives are other attractions. On the Island of Kauai will be found nature wonders such as the Spouting Horn, Barking Sands, Sliding Bathtub, Haena Caves, Waimea Canyon.

Seeing these and other features, we return to the mainland with lingering memories.

Amid South Sea Isles

From Hawaii, the "Southern Cross" marks the way to the South Sea Islands. Romance hovers over their coral lagoons and tropic vegetation. For they are peopled by races whose lives are spent "in easy plenty" with dancing and music occupying much of their time in a climate "where spring drifts into summer, then back again into spring."

It's like turning pages of romance to visit American Samoa, with its Pago-Pago, or British Samoa, where at Apia we follow "The Road of the Loving Heart" to Stevenson's grave.

Then Suva introduces us to the tropical scenery and dances of the lithe Fijians.

From under scarlet-flowered trees Papeete looks out upon Tahiti's emerald harbor, where we find the perfect physical types in Polynesia.

South and east from Papeete lies Rarotonga, whose graceful Polynesians are also admired by all visitors.

The "Down Under" Continents

From the South Sea Isles the continents unusual bid the traveler to New Zealand and Australia.

"Sport and scenery are so pleasantly associated in New Zealand that the Dominion is now widely known as 'The Sportsman's Paradise.' The North Island has the thermal wonderland of the Rotorua-Taupo zone; the marvelous glow-worm caves of Waitomo; the Wanganui River, which winds through ferny forest ways; and the dying volcanoes of the Tongariro National Park," says the New Zealand Government Publicity Office.

Auckland and Wellington are the main ocean gateways.

"In Australia beneath cobalt skies, the great outdoors is always calling. When winter's pall envelops the Northern Hemisphere, it is summer time in the Land of the Southern Cross, and gay crowds of bathers throng the golden beaches," to quote the Australian National Travel Association.

Sydney is sometimes styled "The Holiday City" of Australia. It offers many amusements and is the base for trips to those nature wonders, the Jenolan Caves and Blue Mountains.

The Indies and Beyond

Between Australia and the Orient "swings a garland of islands," with strange scenes for the traveler.

There are the barbaric head hunters and cannibals of New Guinea; Alor in the Sunda Islands on its "Sea of Flowers" Bali, the glamorous pagan isle; Java, "The Fabulous Isle," and Borneo across the Java Sea; Singapore, "crossroads of the world"; Penang with its temples; Ceylon, "The Garden of the World"; the jeweled temples of Siam, and mystic India which conjures the imagination and amazes in realization.

For details we refer to Pacific Cruises, Round-the-World Cruises, Rotterdam Lloyd Royal Mail Line, Dollar Steamship Lines, the Peninsula and Oriental Steamship Line, and Tourist Agencies.

In the Orient

"Japan has been well described as the world's greatest vacationland and the most romantically beautiful land, where traditions and legends that have come down through ages for the past 2,600 years are to-day as fresh as ever," says the official Japan Tourist Bureau.

The majestic beauty of Fuji, the Pine Islands near Sendai are pictures to remain engraven on the memory. Then in late January begins a gorgeous succession of blossoms.

"Thousands of Buddhist temples and Shinto shrines are found throughout the country." The Gold Pavilion of Kyoto, the "Great Buddha" at Kamakura, the shrines of Nikko, are amazing sights.

"Japan is one big bazaar, and its shops and stores are irresistible.

"Japanese objects of art have always made a strong appeal to connoisseurs, art-lovers, and travelers."

We are certain to be intrigued by the silk and curio shops of Yokohama; the cloisonné displays of Nagoya, Damascene of Kyoto, tortoise-shell wares of Nagasaki, and the bazaars of Kobe. And travel in Japan is amazingly low in cost.

A short voyage from Japan brings us to China, land of rickshaws, pagodas, temples, ancient wall and age-old civilization.

The tourist's China which may be safely visited includes Hongkong, with its Bund and spectacular Peak; Shanghai, its harbor covered with myriad strange craft; Canton, with its Flowery Pagoda, Temple of the Five Genii; Peking, now called Peiping, and its Forbidden City and Temple of Heaven; and the Great Wall of China.

Altho the Stars and Stripes have flown over the Philippines for thirty-one years, American tourists are only now beginning to discover the tourist attractions of these tropical islands.

In Manila, within a few steps of sixteenth-century buildings, you may watch the ballerinas dancing in a twentieth-century cabaret. Manila in February takes on the fiesta spirit with its gay carnival.

The Philippine Tourist Association at Manila is the travel authority.

Going to Europe

As Henry van Dyke once said, travel has two objectives—the goal and the enjoyment one gets along the way. In both respects Europe fills the bill. For it is a goal that meets many wishes.

"Tastes differ," writes E. M. Newman in one of his excellent travel books; "one prefers art, another architecture; some love to revel in ruins, others are interested in history; many find charm in human interest, and there are individuals who attain their greatest delight in scenery." All these attractions Europe offers.

And the going and returning is equally pleasurable. There is tonic to mind and body in the voyage, and never before have steamships catered so lavishly to creature comforts at such low cost.

How else can we travel so cheaply? In the luxurious Cabin Class you pay only about $300 for the round trip. If the pennies have to be counted more carefully, a trifle less luxury in the Tourist Class makes the round trip rate to London about $160; to Hamburg, $165; to Genoa, $210; or from two cents to two and one-fifth cents a mile—meals and berth included!

Smart new steamships and longer-established favorites are ready to take us abroad. Among the recent débutantes moving proudly to and fro across the Atlantic this winter are the French Line's new *Champlain*, embodying her nation's ideals of marine art and architecture; the White Star Line's *Georgic*, with rakish lines and brilliant decorative interior style; the United States Lines' *Manhattan*, the climax of American steamship construction and design, and the Italian Line's great new express liners *Rex* and *Conte di Savoia*, impressive examples of Italy's genius; in either of them you can reach Genoa in less than seven days.

Courtesy Japan Tourist Bureau

Japan Entertains With Colorful Shinto Festival

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Meanwhile older favorites will continue their popularity. The Cunard Line is reconditioning its popular flagship *Mauretania* for winter sailings, and the United States Lines, contrary to usual practise, will keep the huge *Leviathan* in winter service. The speedy *Europa* and *Bremen* of the North German Lloyd, in their modernistic dress, will dash across the winter seas, while the Holland-America and Hamburg-American Line favorites continue to draw their quota.

From "Seeing London," by E. M. Newman

Old Inns Tempt Us in England

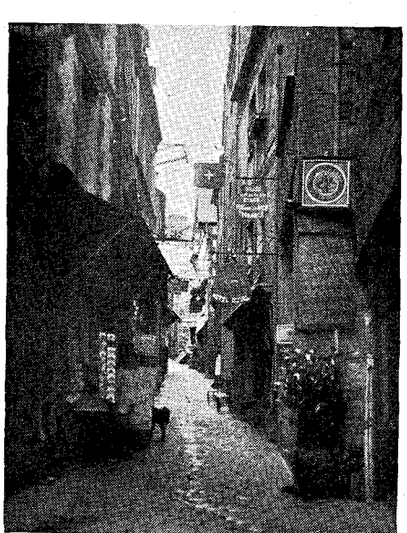
Once we step ashore upon European soil there are the thrills of new scenes and experiences. We glimpse a few.

WHAT ENGLAND OFFERS

If our landing is at Southampton or at Liverpool, we cross the threshold of an absorbing land. For, as Maxwell Fraser, F.R.G.S., writes:

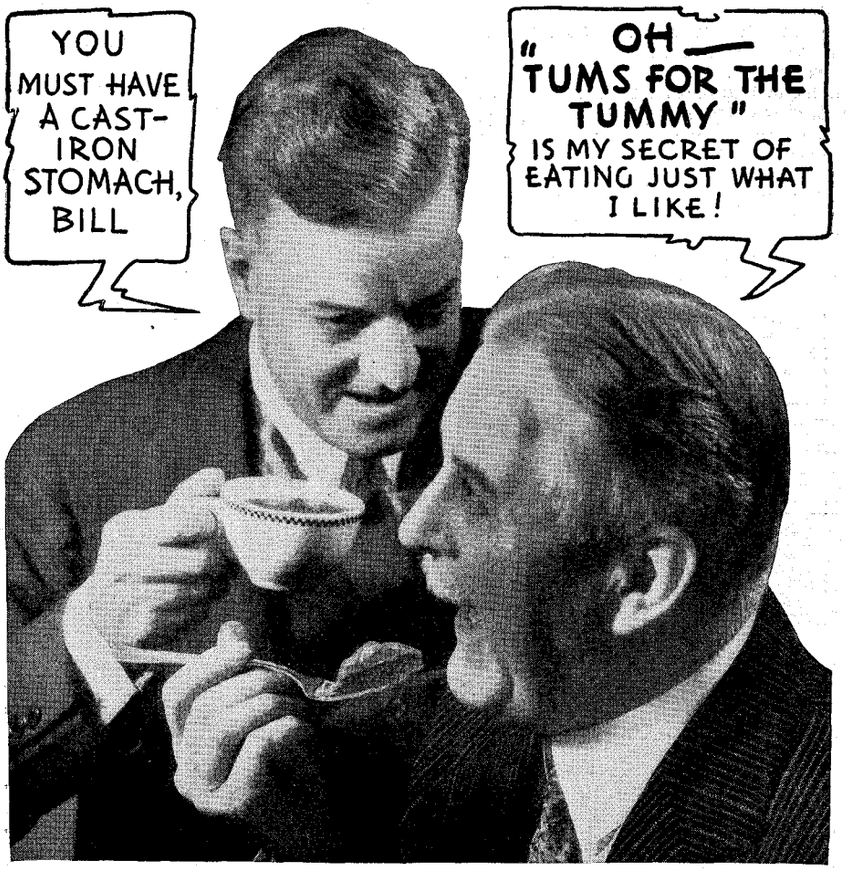
"England has so much to offer the tourist that the chief difficulty of the traveler lies in deciding how to make the most of his time. London alone has so many historic buildings, ancient houses, museums, art galleries, and wonderful old churches, that a lifetime would scarcely suffice to explore them all thoroughly, while no city in the world has associations with so many celebrities of every century and every walk of life. Yet other parts of England can show scenes of such enchanting loveliness and places of such intense interest, that no one can really be said to know England who has not visited at least a few of her more famous tourist centers."

Wherever one roams among these—whether in Wessex, "The Hardy Country"; in the Cornish Riviera; Devon, "The Shire of the Kings"; the Shakespeare Country; Cathedral towns; picturesque Wales; romantic Warwickshire, and the Washington



From "Seeing France," by E. M. Newman

Mont St. Michel Reveals Old France



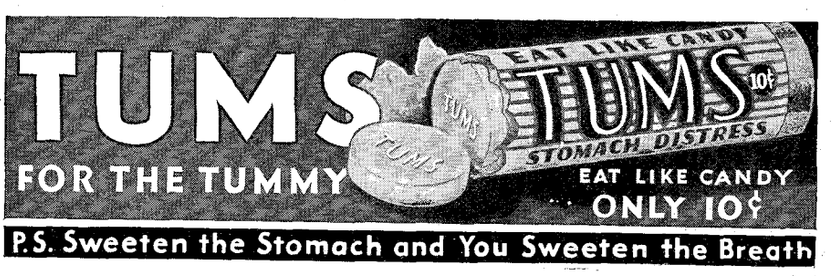
"You, too, Can Eat What You Like *without Acid Indigestion*"

Here's How! Funny how everybody thinks I have a cast-iron stomach because nothing I eat disagrees with me. And yet it wasn't so long ago that indigestion used to ruin meals for me. It seemed that I had to avoid particularly the very foods I liked best because they always brought on a burning sourness and a nauseating gassy fullness. But, happily for me, I discovered TUMS. Today I simply munch three or four of these candy-like antacid mints after meals and nothing disagrees with me any more. And I enjoy smoking more, too, without fear of discomforting after-effects.

Almost everyone (about 7 out of 10 Americans) at times suffers from indigestion, heartburn, sour stomach, acidity and gas due to hasty meals, wrong food combinations, nervous strain, etc. For quick, pleasant relief, simply eat three or four TUMS — often one is enough. You'll like TUMS — they're so agreeable, safe and handy to carry in pocket or purse. Get a roll today at any drug store—only 10c.

TUMS ARE ANTACID ... NOT A LAXATIVE
For a laxative, use the safe, dependable Vegetable corrective **NR** (NATURE'S REMEDY).
Only 25c

Free *Beautiful 1933 calendar-thermometer. Also samples of* TUMS *and* **NR**—*Just send name and address, enclosing stamp, to* A. H. LEWIS MEDICINE CO., Dept. 11-G, ST. LOUIS, MO.



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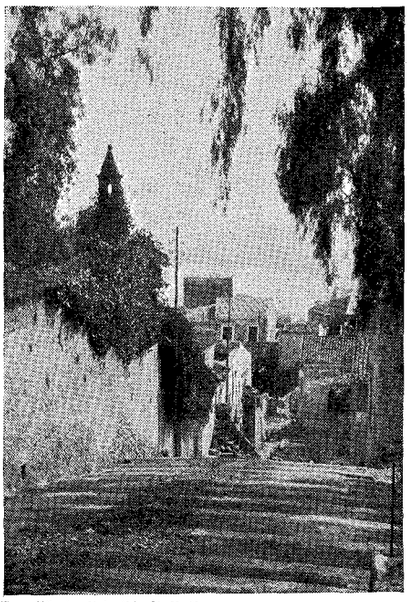
Country; Robin Hood's Merrie England; whether in the Peak District and the Dakeries, in the English Lake District, or Durham, with its old Roman Wall—the charm of England becomes apparent.

'MANG THE HEATHER

Beyond the northern border the "land of brown heath" opens page after page of romantic history in scenes set among castles, abbeys, lakes, and highlands. Who is not stirred by Edinburgh's Castle or by the memories of Holyrood; by Royal Dunfermline; by Linlithgow, Melrose, and Abbotsford in the Land of Scott; by the Trossachs and Loch Lomond, or Aberdeenshire and its historic shrines?

HARP O' ERIN

Then across the Irish Sea rise the green hills of Erin, tempting the visitor to enter a country perhaps unequaled, as the author



From "Seeing Italy," by E. M. Newman

Taormina Charms in Sicily

of the official guide of the Irish Tourist Association exclaims, "in its diversity of scenic beauty, its balmy health-giving air, the richness and romance of its historical associations."

It is hard to imagine a tourist who would not be intrigued by the beauty of Killarney, Glengarriff, or the Gap of Dunloe; the Four Courts, and Cathedrals of Dublin; the Shrine of St. Kelvin at Glendalough; the Hill of Tara; Armagh and its St. Patrick's Cathedral; the twelfth-century Castle of Carrickfergus; Belfast and its shipyards, and that natural wonder, the Giant's Causeway.

FRANCE AND THE RIVIERA

Some one has remarked that every man has two countries—his own and France. Assuredly it would be hardly conceivable to omit this country from the European tour.

There are the fashions, cafés, galleries, and theaters of Paris; the magnificence of historic Versailles and Fontainebleau; the Cathedrals such as that of Tours, and the Château Country winter sports in the Alps, Pyrenees and Vosges Mountains, and of course, the Mediterranean shore resorts.

For, as Capt. Leslie Richardson says in his book, "Things Seen on The Riviera":

"There is something to interest or amuse every one who visits the Riviera. Towns like Nice and Monte Carlo have all the artistic and theatrical attractions of London or Paris; Society meets at Cannes to repeat the whirl of the London Season, and Menton provides an ideal resort for those who wish to please themselves, taking a sturdy country walk one day, and risking a mild gamble the next. On the sunny hills between Hyères and St. Raphael one may lead the simple life under ideal conditions."

GERMANY—LAND OF VARIETY

Germany is termed "the heart of Europe," and to the traveler abroad it has a wealth of attractions. To quote from E. M. Newman in his recent book, "Seeing Germany":

"Scenically, Germany has its mountains, lakes and natural beauty. Artistically and musically it is one of the leading nations in the world. It contains a wealth of art, modern and ancient. Within its boundaries some of the greatest composers have been born. In the world of literature the country includes many famous names. Among its poets Goethe and Schiller stand out prominently. Few nations have contributed more to science."

Foremost, perhaps, in reward to tourists, are cities typifying German achievements. Quoting from the German Tourist Information office:

"Berlin, the capital, is the largest city on the European continent. The metropolis of Southern Germany is art-loving Munich. On the North Sea, there are the two great international ports, Hamburg and Bremen. Western Germany is fairly studded with a shining array of cities: Düsseldorf with its art and industries; magnificent Cologne with its glorious cathedral; Frankfort, home town of Goethe and center of international financial and commercial enterprises. Then there are the charming capitals of the southern States, Baden and Württemberg: Karlsruhe and Stuttgart. Nuremberg, town of Dürer and of toys, is world-famous. Saxony has her proud twin cities, Leipzig and Dresden."

Winter sports in the Bavarian Alps and elsewhere draw thousands of visitors to Germany's out-of-doors world.

THE GLORIES OF ITALY

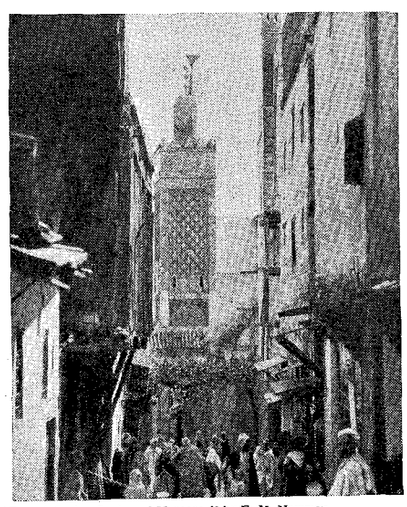
Over the age-old roads to Rome passed travelers of the Middle Ages. Then, as the Italian State Tourist Department points out:

"With the progress of time, Italy attracted not only the pilgrim of faith but the pilgrims of art, beauty, health, and romance as well.

"Italy nowadays presents the charm and beauty of the past ages, and in addition she boasts of modern progress. The fascinating ruins and monuments of the ancient civilization and the enchanting natural scenery, both on the coasts and in the mountains, attract an ever-increasing crowd from every country of the world, and especially from America.

"A first visit to Italy usually includes Naples and near-by Pompeii, Herculaneum, Rome, Florence, Venice, and possibly some of the lakes of the northern part of the Peninsula."

For winter visitors, in particular, the sunny shores of the Italian Rivieras, together with Sicily, land of flowers and historic wonders; the Sorrentine peninsula and Capri, with its Blue Grotto, are favorites.



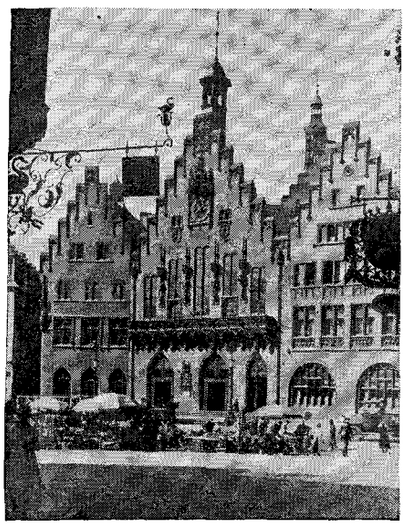
From "Seeing Spain and Morocco," by E. M. Newman

Every Street of Fez Is Colorful

MEDITERRANEAN WANDERINGS

If we sail direct to the Mediterranean and pass through the Straits of Gibraltar, still other winter-travel lands unfold.

Beyond the Rock of Gibraltar beckons Spain, the land of the Iberians, Romans, Moors, and Dons, to its Cadiz, Seville,



Courtesy German Tourist Information Office

Frankfort-on-Main Shows Us Some of Germany's Quaint Architecture

Cordoba, Granada, Valencia, Barcelona, Madrid, and Segovia, with their colorful history and romance.

Southern Mediterranean lands also offer tempting opportunities for winter travel. Nowhere else in the world will be found more unusual scenes and peoples than we see ashore at Algiers or at Tunis. Then there are the adventure motor tours through Tunisia and Algeria, even in the heart of the Sahara, which you may make in the modern way by six-wheeled Renaults under auspices of the French Line—

"Into never-changing Islam, the inviolable sanctuary of the Moslem; into a land of vivid colors, mystery, bazaars hung with gorgeous cloths, groves drenched with the perfume of orange trees; into the shifting sands of the desert, where long caravans follow unmarked trails, and friendly nomads roam at will."

Beyond lies inscrutable Egypt, Land of the Pharaohs, with its mysterious Nile, river of age-old wonders. Here is Cairo, its bazaars displaying wares of the Orient, and near by the Pyramids of Gizeh and the Great Sphinx; Luxor with its temple built in 1411 B.C., and Karnak, famed for its group of amazing ruins; the Valley of the Tombs of the Kings, staggering imagination, and Assuan with its Temple of Isis—all these and other marvels claim the tourist's interest. Short journeys beyond lead us to impressive scenes of the Holy Land.

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JACK FROST'S SWITZERLAND

By travel routes of Germany and France one can easily visit the famous cities of Switzerland, such as Basle, Zurich, Lausanne, or Geneva, and pass on to the incomparable winter playgrounds of the Swiss Alps.

Courtesy Swiss Federal Railroads

Winter's Glory at St. Moritz

For winter in Switzerland is Jack Frost's Fairyland.

Infinitely white and soft lies hill and vale under the canopy of the bluest of skies and in the embrace of the most glorious sunshine. The atmosphere is so clear and dry, and the rays of the sun which fall through the vast ocean of pure air have such a power, that outdoor life becomes the order of the day.

To St. Moritz, with its Cresta Run, to the figure skating at Davos, Gstaad, Wengen, Zermatt, and to scores of other places come throngs of winter-sports devotees.

Winter Sports Carnivals

The vogue of winter sports grows in favor. So devotees of the ski, toboggan, and dog-sled are getting out their snow toggery and putting the duffel in order. These winter-sports contests and carnivals are scheduled from coast to coast.

New England is fairly dotted with them. Among the many drawing-cards are the sports carnivals to be held at Peckett's on Sugar Hill and at Hanover in New Hampshire; at Brattleboro and St. Johnsbury in Vermont; at Greenfield in Massachusetts, and at Rumford and Gorham in Maine. Information on these and other events is obtainable from the New England Council in Boston.

Courtesy Pennsylvania Railroad

Girding for Quebec's Winter Carnival

Lake Placid is the capital of New York's winter sports. Details regarding this year's program are supplied by the New York Central Railroad.

A winter-sports exhibition, with calendar, etc., will be held at the Grand Central Terminal in New York during the winter months.

In Canada winter play-centers have been long famous. Crowds will gather at Quebec for the dog-sled races, mushing, and other pastimes. Mount Royal, at Montreal; Ottawa and Banff in the heart of the Canadian Rockies, will attract others. Details are obtainable from the Canadian National Railways and the Canadian Pacific Railway—each with New York offices.

Across our Northern States winter sports events will be held at innumerable places in Michigan, Wisconsin, and Minnesota. Colorado will draw many devotees to Rocky Mountain National Park and other mountain resorts. Yosemite National Park in California has come to be a fascinating winter-sports rendezvous, and at Mt. Rainier, Washington, many play among frosty surroundings.

We refer our readers to the Colorado Association at Denver; Yosemite Park & Curry Company, San Francisco, and the Puget Sounders and British Columbians Associated, Seattle.

Sixty Thousand Are Busy on Aviation's Pay-Roll

PILOTS constitute but 1 per cent. of the number employed in aviation, according to government figures.

These show the number of pilots on the pay-rolls of scheduled air-transport lines to be 600, while the industry's aggregate employment roster is 60,000.

So says Ayer Ryder, in a bulletin of the Ullman Feature Service (Washington). We read further:

In the opinion of many observers, no figure so definitely reflects the growth of the industry, at the same time taking into full account that the depression has been a radical brake upon the expansion which it enjoyed between 1927 and 1929. Sixty thousand employees are a great many more than were indicated for it just a few years ago when the aviation industry, in so many parts of the country, was represented by the casual pilot who dropt in upon a community for a day or two of miscellaneous joy-hopping.

Airports, then, were for the most part any level pasture near to the heart of the town or city instead of large fields especially set apart as terminals, and employing staffs which included mechanics, electricians, ground crews, ticket-sellers, traffic-dispatchers, radio-operators, hostesses, and the like. The contrast is one that the old barnstorming pilot now employed on the scheduled air-transport line perceives more acutely than any one else.

Among the 60,000 who now derive their livelihood from this new industry are many engaged in airplane and engine factories. Once, a comparatively few hundreds of men, engineers and artizans, could be kept busy. Now, with twenty-seven different types of aircraft in commercial service, a far larger number are kept on a self-sufficient basis in spite of the depression, and the relatively few sales of aircraft as compared with the outlook for selling them that existed between 1927 and 1929.

Here Are the

WINNERS!

of the

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National Letter Contest

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Mrs. W. C. Ribb	Ponca City, Okla.
Mrs. T. L. Fakler	Washington, D. C.
Mrs. J. H. O'Donnell	Indianapolis, Ind.
Lawrence H. Warbasse	Maplewood, N. J.
Mrs. David Bogue	Portage, Wis.
Mrs. J. D. Roberts	Lawrence Pk, Erie, Pa.
Ada M. Baker	Mechanicville, N. Y.
George C. McChesney	Indianapolis, Ind.
Miss Annie L. Bird	Nampa, Idaho
Edith Selter	DeLand, Fla.
Mrs. W. H. Samson	Honolulu, Hawaii
Ethel G. Hendee	Ossining, N. Y.
Mrs. John L. Cooper	Mason City, Iowa
Berthold Heyman	Albany, N. Y.
Miss Alice Gilchrist	Omaha, Nebr.
Mrs. C. P. Parson	Carlisle, Pa.
Mrs. C. W. Billups	Mobile, Ala.
Mrs. W. G. Spicer	Marseilles, Ill.
Louise A. Evans	Bladensburg, Md.
Mrs. N. Varcellini	Torrington, Conn.
Mrs. Edith S. Miles	Bellevue, Pa.
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Mrs. Ida L. Biggerstaff	Sterling, Colo.
Mrs. Hazel M. Bart	Pittsburgh, Pa.
Mrs. R. F. Phillips	Washington, Ind.
Dorothy Camp	Seattle, Wash.
Miss Helen Niebuhr	Watervliet, N. Y.
G. C. Easley	Good Pine, La.
John F. Quinn	Hartford, Conn.
H. B. Sanderson	Warren, Ohio
Mrs. Chas. C. Wenrich	Washington, D. C.
Mrs. E. F. Zwicker	Fountain City, Tenn.
Schuyler C. Hodge	Miami, Fla.
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Mrs. Joe Miller	Charlotte, N. C.
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Howard J. Templeton	Portland, Ore.
Jessie Harr	Hollis, L. I., N. Y.
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INVESTMENTS AND FINANCE

Why "Planning" Won't Work

IT is easy enough to plan a regulated economy which would do away with depressions, and perhaps even abolish poverty.

But the trouble is that the philosophers or engineers who could think out these plans or put them into execution do not have the final say. Such forward-looking commentators as H. G. Wells and Walter Lippmann agree on this. After all, the people rule, and each nation is "looking out for number one."

"Plans can and should be formulated, but then we must recognize that such parts of them as seem acceptable can be executed only by obtaining and holding the consent of the people," Mr. Lippmann remarked in the recent New York conference on the function of universities. In other words, our problem to-day "is to resolve the paradox of poverty and insecurity amidst plenty, to resolve it in a world of separate but interdependent nations, and by democratic processes."

Mr. Lippmann's argument that democracy and nationalism are the two well-nigh insurmountable obstacles to a planned economy is quoted as follows in the New York *Herald Tribune:*

The problem of our times has not been properly stated when we have said that invention and technical skill have reached a point where a high and secure standard of life is possible for the whole people.

It is true that our physical resources are adequate, our technological progress is sufficient to justify the belief that the era of scarcity is ending.

It is true in terms of engineering alone that abolition of poverty is in sight.

But the engineer, like the philosopher, is not king.

The democracy is king. In our social order the power is widely distributed among the people, and it is their opinion, their prejudices, their notions of their needs, and their interests which command us at all the important moments of decision.

But the democracy, tho it is king, is itself a limited monarch. Its power is confined within the boundaries of the nation. Beyond those boundaries it exercises influence, but not sovereignty. Yet the affairs with which we have to deal, the plans we have to formulate, the policies we adopt, are inextricably involved in a world-wide economy.

Therefore, the attempt to abolish poverty and insecurity is an engineering problem complicated by democracy and internationalism.

Inevitably it follows, I think, that the planning of a better industrial order is the easiest and the smallest part of our task.

The difficult part is not in the domain of the engineer, but in the domain of the statesman and educator. It consists in finding plans that can be made acceptable to the democracy, and of adjusting harmoniously the separate plans and policies of some fifty sovereign nations.

Russia and Italy, according to the speaker, do not throw much light on our problem, because for centuries dictatorship has been congenial to the people of those countries. Moreover, neither country, in spite of rigid dictatorship, has succeeded in escaping entirely from the consequences of world-wide depression. As far as our own country is concerned, the flat assertion is made by Mr. Lippmann:

For us in America the conception of a planned and dictated economy is not within the realm of the practical possibilities. It is not necessary even to discuss the desirability. The habit of democracy, founded as it is here upon the wilful individualism of pioneers and immigrants, is much too deeply ingrained and much too widely settled in the mass of the people to make it profitable to consider the possibility of a planned and dictated economy in the United States.

There is no way to impose a plan on the United States.

WHEREAS Mr. Lippmann dwells on democracy, Mr. Wells emphasizes nationalism. The real danger ahead of us, says Mr. Wells, in his pamphlet "What Should Be Done—Now" (John Day), is what he calls "the political fragmentation of human controls." In fact, he thinks that if it were not for this factor there would be nothing to dismay us in the present world depression and the reconstructive tasks ahead of us—

The readjustment of the monetary and credit organization of the world, the transfer of certain broad concerns in its economy from the quasi-individualistic methods of the present time to collective control, constitute a group of administrative problems hardly more serious than the rehabilitation of a stalled machine. The task is hardly more formidable than, let us say, the restoration of a Rolls Royce or a Lincoln or an Hispano-Suiza car which has been stuck in the mud for some weeks, which has choked engines, a damaged chassis, a bent wheel, the carbureter foul, and one or two minor parts missing. No spirited mechanic, whose life depended upon it, would refuse to undertake it. The problem created by the present economic breakdown is certainly not more formidable than that.

THE proper economic reorganization of the world must be attacked as a world job, argues Mr. Wells. There is no time to create any kind of superstate to deal with the present crisis. The only possible hope is in some kind of appeal to the public opinion of the world, to create a world sentiment for general reflation, expansion of public employment and collective buying, lowering of tariff barriers, disarmament, and guaranties of world peace.

So the English novelist-economist comes to this conclusion:

The conversion of the common man to a sane economic faith and his helpful acquiescence in the broad measures foreshadowed here is the necessary initiatory condition of world recovery. The rest follows naturally on that.

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New Markets for Cheap Corn

RECORD shipments of corn to Canada are said to mean more than appears on the surface.

The real significance of this move, we read in a Consolidated Press dispatch from Washington, is that "for the first time, our farmers in the corn belt are able to compete with Argentine prices in the world's largest market for corn—Germany."

Here is a case where low prices are actually opening new markets. Our Government's commercial representatives in the Reich are reporting excellent prospects for sales of American corn to German buyers. As we read on:

American corn has not figured much in world trade in recent years. In 1930 we sent less than 4 per cent. of our corn abroad. Last year it was not much more. We have a large crop this year, estimated at about 2,900,000,000 bushels, or some 300,000,000 above the average.

Most of our enormous crop, however, has usually gone to feed hogs and other stock on the farm where it is grown. Corn has never been much of a source of direct cash income to our farmers.

In the international market it has had to compete with the products of the Balkan countries, of Argentina, and South Africa. American corn, however, is generally recognized as of higher quality than others, particularly for stock feeding. Its kernels are larger and feeding properties better. The corn of the other countries mentioned has smaller kernels and is drier, better for feeding poultry than hogs.

This year, with corn selling at Chicago under 30 cents a bushel, for the first time in years our farmers are able to outbid the corn-growers of Argentina. In that South American country, corn is practically never fed to live stock. Argentine cattle and hogs graze on the plains. Argentine corn is shipped abroad.

Germany is probably the largest purchaser of corn in the world. She buys usually from the Balkans and Argentina, but prefers our quality when she can afford our price. This year she may be in the market for some 20,000,000 bushels—not much, it is true, in the face of our enormous production, but enough to provide a small, unexpected cash return to our corn-growers.

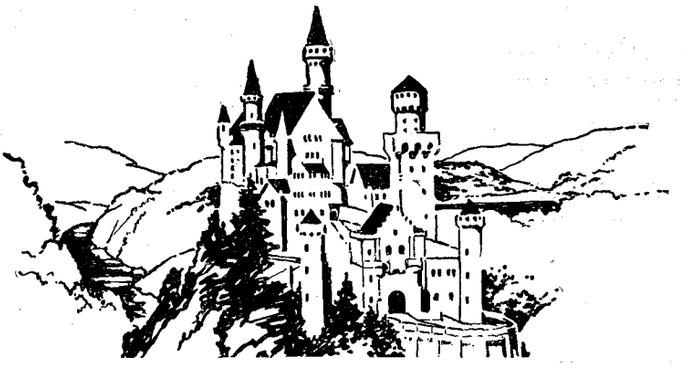
The large volume of corn going into Canada during recent weeks will probably find its way eventually to the markets of Europe, altho part may be retained for use in the Dominion.

Cheap water transportation through the Great Lakes and the St. Lawrence River accounts for this movement into Canada for reexportation. Rates would be higher if the corn were moved from American ports.

Some of our railroad authorities, however, are quoted as feeling doubtful whether "the present export flurry in corn will prove of any long-time value," and therefore see no reason for making any rate concessions at this time.

That Universal Grouch.—HE—"Darling, it will have to be a long engagement."

SHE—"Dearest, I will wait for you until the farmers are satisfied."—*Dublin Opinion.*



The Lure of The Far Away

When our surroundings irk us; when the monotony of seeing the same things, over and over again, day in and day out, brings with it an almost inevitable case of the "blues"—then it is that our minds turn to lands that lie beyond the horizon. Whether you are fortunate enough to have visited foreign lands, or now plan or hope to do so, or must satisfy your longing to travel by reading—you will find the utmost satisfaction and pleasure in reading these

Superb Travel Books, Lavishly Illustrated, By E. M. Newman, Famed Lecturer and Author

Seeing London

A rich mine of things and places to be seen in London's 7,000 miles of streets. Everywhere the author finds bits of interesting history, or traits or customs different from our own. Nearly 300 illustrations.

Seeing England and Scotland

A rare treat is in store for those who will travel with Mr. Newman, via this book, all over England, Scotland and Wales. Except London, almost every town and locality of note in Great Britain figures at least briefly in these pages. 293 illustrations.

Seeing Spain and Morocco

Strange Oriental sights of Moslem Morocco; of Tangier and Fez and Marakesh—Spain by way of Gibraltar and Cadiz—thru Ronda to Seville with its excited Holy Week throngs—fascinating places and things indeed. 300 illustrations.

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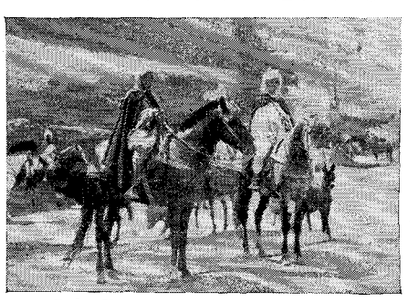

Berber Horsemen Outside Marakesh, Morocco

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CURRENT POETRY

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All the urge of the early emigrant is here, only your imagination must supply the outcome of the adventure. From *Poetry* (December, Chicago):

SAILING FOR AMERICA

By Elizabeth Madox Roberts

Was it Dublin or Cork? I cannot say.
But he was sixteen that day.

Just how he looked I do not know,
This was seven grandmothers ago.

He ran away to a sailing port,
And he saw the sailors of every sort,
And he saw bright ships.

And he asked, "How much will it cost for me
To ride across your sea?"

But the captain said to him, "Show me your money,"
But David could not, for he hadn't any.

Oh, how strange a thing a tide must be.
Is there a path through the sea?

Does a wave curve up to meet a ship
And when she sails does she rock and dip?

Are there flags and ribbons to flutter out?
What do sailors talk about? . . .

And the captain said to him, "Show me your money!"
But David, could not, for he hadn't any.

But when they cursed him it only made
Him laugh, for David was not afraid.

. . . . . .

At night the waves blew up and down,
And the dark curved over the town.

How deep is a ship? And when at last
He was hidden away, did his heart beat fast?

Huee! huee! how the sails must hum
When a ship begins to tremble out. . . .
And the tide and the foam!

Did anyone cry when he went away?

I cannot say, I cannot say.

Huee! he was under the water then.
Could he hear the roar, and the work of the men?

. . . . . .

Day after day, and the waves and the wind.
It was water before them and water behind . . .

And under them water. . . .

What did he do when they dragged him out?

Wait:
The wind came hard, and it chopped and tore
The water apart, and you heard it roar,
"Here's a ship! Here's a ship!"

Said,
This little white thing is a ship!

Day after day, and the wind and the water.
The tall waves flowed and twisted and broke
As if the world would rock.

Said,
What is this little wooden chip?
This little white thing is a ship.

The water rolled and the long surf hissed
At the edge of the rocks. . . .

Said,
Break it open and tear it and twist it! . . .

Huee! he was under the water then!

The high waves twisted and stumbled and broke,
And they dragged the ship east and they fumbled it west
On the turning water.
There was not one place for the ship to rest on.

No place belonged to the ship.
The sky rolled down and the sea rolled over.
The lightning made a burning river. . . .

And he heard one call then, "Show up your money!"
Said, "Make him walk if he hasn't any!"

There's a boy down in the hold!—
A stow-away down in the hold!

Said,
Drag 'im out, run 'im out,
Hunt 'im out,
Walk 'im out!

There was not one place for the boy to be in.
No place for the boy in the ship.

There's a boy, a boy in the ship—
A little boy down in the ship!

If dreams are needed to keep the heart singing, here is something for to-day. In *Sonnet Sequences* (Washington, D. C.):

THE POET AND HIS SONG

By Kate Randle Menefee

Since youth's gay beauty always must belong
To bright, swift moments, men have called To-day,
The dreamy trickle of a poet's song
From lips alone is doomed. But in the sway
Of dreams that linger, like the fallen seed,
Unconquered by the cold and bitter night,
A song will flower, again, in time of need,
Transfigured with to-morrow's dawning light.

Sing heart, forever. From your rendezvous
With life, though she may mock with chill despair,
A dream possessed may sometime bring to view
A harvest for the hungry world to share.
Dream on, oh poet, for man's race is run
When no dreams rise to meet the morning sun.

A new writer to us, "Mrs. Kathleen Dalziel, born in Durban, South Africa, spent her early life in the Tasmanian bush ('and loved it,' she says), and is now a free-lance writer in Melbourne, Australia." She has not yet published a book; so the note reads in *Poetry* (Chicago), where we find this:

THE LAKES OF CONNEWARRE

(*Koonwarra, the black swan*)

By Kathleen Dalziel

Across the sleeping lake the salty breath
Of ocean, beading the moisture on the bough,
Breathing and blowing the sea-fog to and fro,
Dies on the silver marsh in one long slow
Sigh, and the watery waste is still as death,
And very silent now.

Once, once the beating of a thousand wings
Smote up the answering echoes to the sun;
A thousand feathered craft, from shore to shore,
Afloat, the scintillating waters bore.
But Time has made a mock of many things,
And all these things are gone.

And so, where old primeval nature's grave is,
And all those teeming myriads had their day,
Where the dark huntsmen pitched their wandering camps,
The English briar-rose hangs her pinky lamps,
The English skylarks shrill their silver Aves
Beside Corio Bay.

A bolt of sunlight parts the sullen wreath
Of fog, the floating draperies darting through.
Caught in the shining net the sunlight wrought her,
A million diamonds deck the latticed water,
And all the world is beautiful beneath
The deep Australian blue. . . .

A lonely band across the sunset's rose
Flying swiftly, and the leader's haunting call.
The clouds have made the lake their looking-glass,
The summer day has passed, as all things pass,
Slow drawing to a melancholy close
With darkness for a pall.

What better tribute to England and "English hours" than this in *The Saturday Review of Literature* (New York):

THE PLEA

By John Drinkwater

If ever at Saint Peter's gate
I call "Who's there within?"
And he, the bailey, bids me wait
The audit of my sin,
I'll make no plea, in my defence,
Of charity or continence.

I know too well how meagre still
Has been my love's excess,
What poor infirmity of will
My chronicles confess,
To ask that these should mitigate
The resolution of my fate.

But I will take a garland green
Of quiet English hours,
"Of such," I'll say, "good saint, has been
My learning." And the flowers
Of Peter's Paradise will shine
On these, and make those gardens mine.

A penitent here who speaks in poignant words. From *The Gypsy* (Cincinnati, Ohio):

DRIFTWOOD

By Gene Boardman Hoover

Seeking the door that opens to your heart,
I stand outside—repentant and alone. . . .
Defiant winds have torn my robes apart,
The bread I long have carried turned to stone.
So many roads . . . so many paths that wind—
The darkness came . . . I almost lost the way . . .
And now beside your bolted door I find
A silence that is sinister and gray.

The years were piled like jetsam on a beach—
All purified by retribution's tears . . .
Lying upon the shore within my reach,
And I have gathered them . . . the empty years. . . .
Beside your ample hearth when day is done—
Oh, let us burn them slowly . . . one by one!

Simplicity and clearness does not often come from Joyce. Here is a beautiful exception in *The New Republic* (New York):

ECCE PUER

By James Joyce

Of the dark past
A child is born.
With joy and grief
My heart is torn.

Calm in his cradle
The living lies.
May love and mercy
Unclose his eyes!

Young life is breathed
On the glass;
The world that was not
Comes to pass.

A child is sleeping:
An old man gone.
O, father forsaken,
Forgive your son!

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Atchoo!—"What is the rod of affliction?" the Sunday-school teacher asked.

"Goldenrod," shouted the little girl whose mother has hay-fever every fall.—*Boston Transcript.*

What Price "K"?—MOTHER (teaching alphabet)—"Now, dear, what comes after O?"

CHILD—"Yeah!"—*Exchange quoted by The Christian Leader.*

Birth of a Beautiful Friendship.—JACK—"What do you think Maud Oldby would like for her birthday?"

HELEN—"Not to be reminded of it."—*Boston Transcript.*

Own Up, Pop!—"Dad, what were you in the war?"

"Why," said his father, proudly, "I was a battery sergeant-major."

"High or low tension?"—*Schenectady Union Star.*

Quality Producers.—THE VICAR—"So you like country life. Are your hens good layers?"

MABEL (fresh from town)—"Topping! They haven't laid a bad egg yet."—*Passing Show.*

The Team Might Give Him a Cough-Drop.—"Yes, my 'usband's laid up, a victim of football."

"But I didn't know 'e even played the game."

"'E doesn't. 'E sprained 'is larynx at the match last Saturday."—*Boston Transcript.*

Another Version.—WILLIE—"Pa, what is a politician?"

FATHER—"Son, a politician is a human machine with a wagging tongue."

"Then, what is a statesman?"

"It is an ex-politician who has mastered the art of holding his tongue."—*Washington Star.*

Thought Reading.—The mathematics master noticed that one of his pupils was day-dreaming, and not following his work on the blackboard. To recall his attention he said, sharply:

"Brown, Brown, board!"

The boy, startled, looked up.

"Yes, sir, very," came the reply.—*Tit-Bits.*

Tail Between His Legs.—While a farm girl was milking a cow, a bull tore across the meadow toward her. The girl did not stir, but continued milking. Observers, who had run to safety, saw to their amazement that the bull stopt dead within a few yards of the girl, turned round and walked sadly away. "Weren't you afraid?" asked every one.

"Certainly not," said the girl. "I happened to know this cow is his mother-in-law."—*Outspan.*

His Pen Stuttered.—EDITOR—"To be quite candid, I can't make out this drawing at all."

TEMPERAMENTAL ONE—"Drawing! That isn't drawing, that's writing."—*Glasgow Evening Citizen.*

May Be as Good as New.—"Mom," said the little daughter of the grass widow who was planning to marry a grass widower.

"What is it, dear?" asked her mother.

"Do you get this daddy cheaper because he is second hand?" she inquired.—*Cincinnati Enquirer.*

"How did you come to have such a long beard?"
"My brother left home ten years ago with the razor."
—"Everybody's Weekly" (London).

Ask Him About Swiss Cheese.—The visitor was examining the class.

"Can any little boy tell me what a fish-net is made of?" he inquired.

"A lot of little holes tied together with strings," smiled the never-failing bright boy.—*Watchman-Examiner.*

Mom Was No Prophet.—When supper was served Helen refused a second helping of ice-cream with a polite but wistful, "No, thank you!"

"Do have some more, dear!" her hostess urged.

"Mother told me to say, 'No, thank you,'" Helen explained naively, "but I don't think she could have known how small the first helping was going to be!"—*Legion Weekly.*

What Price Pelargonium?—

Some praise the pink,
And goodness knows
Bards spill much ink
About the rose.

I like the fine
Chrysanthemum,
Which fills a line
Itself, by gum!

—*Louisville Courier-Journal.*

Slips That Pass in the Night

Take It or Leave It Alone.—An optional illusion caused the oiled sand highway to resemble water.—*Seattle Times.*

Blue-Ribbon Record.—The Earl of Antrim at Glenarm, England, has given birth to healthy twin calves twice in eleven months.—*Walla Walla (Wash.) Union.*

Wild Rider.—Ths Bishop can be seen riding around Exeter on his bicycle with cossack dangerously fluttering about his legs.—*Chicago Tribune.*

Up in the Air?—Roosevelt Chooses to Remain Aloft on Question Involving Funding of Foreign Loans.—*West Frankfort (Ill.) Daily American.*

Did It Tote Its Oars Along?—Somerset, O.—While rowing about near Providence Island in Buckeye Lake, a five-pound bass jumped into the boat of Fabian Clouse.—*Chicago Herald Examiner.*

We'll Take Ours Plain, Thanks.—Elastic enough to withstand expansion or contraction without cracking, a paint for pies has been invented that withstands any temperature.—*Oregon Journal.*

May Have Done It With Mirrors.—The chief of police rubbed the back of his head against the stubble of a two days' growth of beard.—*Albany Knickerbocker Press.*

Quick on the Wing.—Bullets fired at crazy angels had punctured cushions, walls, windows and doors of the automobile.—*Butte (Mont.) Daily Post.*

Shocking Waste of Life.—Lou Hawley, deputy game warden, estimates that South Dakota hunters shot down at least 2,000,000 peasants during the 30-day season.—*Bison (S. D.) paper.*

LADIES AUXILIARY TO
BUTCHER WORKMEN
BEING PLANNED
—*San Jose (Calif.) paper.*

Keeping in Step.—Bradenton, Fla.—Mrs. Vernon O. Capo of Cortez, near here, to-day became the mother of twin boys.

Mrs. Capo has a twin sister.

Her husband has twin brothers.

The nurse who attended her has twin boys.

The doctor in the case has a twin brother.

And the man who reported the story has twin sins.—*Seattle Post-Intelligencer.*

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